

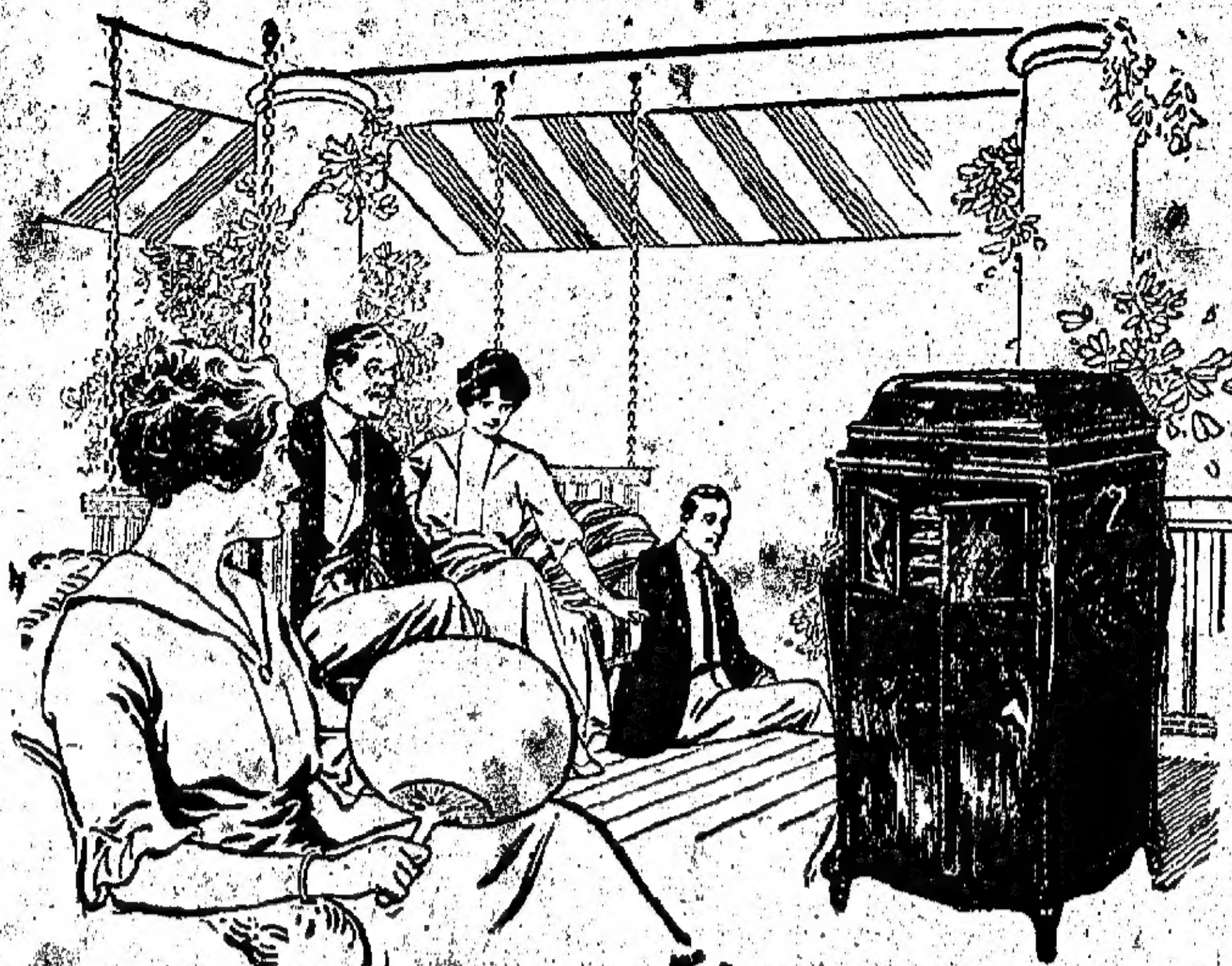




## INTIMATIONS

# THE VICTROLA

BRINGS THE WORLD'S BEST MUSIC RIGHT INTO YOUR HOME



PRICES FROM 33s

20% Discount allowed for cash with ord.r.

EXCLUSIVE AGENTS:

## MOUTRIE'S

[36-1]



The Peak of Perfection

Wash, wring, starch and iron,  
that is what frays your collars;  
this trouble is largely prevented  
if you wear "SUMMITS."

"SUMMITS" are made from  
specially durable materials,  
and do not stretch or shrink.

WE STOCK 20 DIFFERENT  
STYLES AND NEARLY ALL  
IN 1 INCH FITTINGS.

## MACKINTOSH

&amp; CO., LTD.

Men's Wear Specialists,

16, DES VŒUX ROAD.

TELEPHONE 29.

[103]

## HOUSES TO LET

## TO BE SOLD.

"GLENSHIEL" and "GLENSHIEL"  
BUNGALOWS, 140 and 141, THE  
PEAK.

Apply to—

Box 543,  
Care of "Daily Press" Office.  
[1038]

## TO LET.

IMMEDIATE entry. Four very desirable  
SHOPS, situated in Lo House Street,  
opposite the Grand Hotel, recently recon-  
structed.

For rent and other particulars apply to—  
THE MANAGER,  
HONGKONG LEE CO., LTD.,  
46, Connaught Road Central.  
[1000]

## TO LET.

OFFICES at 2, Connaught Road Central.  
OFFICE in King's Buildings.  
HOUSES in Moreton Terrace and  
Wongneichong Road.  
HOUSES on Shamshun, Canton.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LTD.  
[103]

## TO LET.

A FLAT in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES in Kowloon.

Apply to—  
HUMPHREYS ESTATE & FINANCE  
CO., LTD.  
Alexandra Buildings.  
[104]

## TO LET.

## NO. 26, DELITOS TERRACE.

No. 4, DES VŒUX VILLAS, No. 63,  
THE PEAK. Newly painted and colourwashed  
from 1st November, 1-17.

No. 57, WHITFIELD HOUSE and  
GODOWN, Shaukiwan Road.  
From 1st November, 1917, TOP FLOOR  
of 7, Duddell Street, now used as Messrs. Kelly  
& Walsh's Printing Office.

No. 2, FAIRVIEW, No. 3, Nathan Road,  
Kowloon.

A LARGE ROOM suitable for Office in  
Queen's Building (corner of Connaught Road  
and Lo House Street).

ONE GODOWN in Duddell Street.

"GLENSHIEL" No. 140 and 141, THE  
PEAK.

Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
[30]

### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, BOMBAY, EGYPT,  
MEDITERRANEAN PORTS  
AND LONDON.

THROUGH BILL OF LADING ISSUED FOR  
BAHIA, AMERICA, CONTINENTAL  
AND SOUTH AFRICA PORTS.

THE Homeward Mail Steamer, carrying  
His Majesty's Mails, will be despatched  
from this port as usual, taking Passengers  
and Cargo by the above Ports. Passengers  
accommodation in the connecting vessel  
secured before departure from Hongkong.  
Suk and Valuables and Tea and Cargo for  
Italy, France, and London (under arrange-  
ment) will be conveyed by this Steamer  
proceeding via Bombay to Marseilles and  
London.

Packages will be received at the Office until  
3 P.M. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, sailing dates, etc.,  
apply to—  
E. V. D. FARR,  
Superintendent.

### THE KOWLOON CUSTOMS TREATY.

## TEXT OF THE DRAFT AGREEMENT.

"Negotiations have been proceeding for  
some time for the establishment of a new  
Customs House at Kowloon (Hongkong)  
in consideration of certain concessions by  
China to the Hongkong Government. The  
following is a translation of the draft  
treaty which has been drawn up and passed  
by the Cabinet meeting:—

## THE TREATY.

Whereas it is mutually desirous of fur-  
ther increasing the friendly relations  
between the two countries, the Imperial  
Government of Great Britain and the  
Government of the Republic of China,  
for the purpose of protecting the interests  
of the Chinese Government with regard  
to maritime customs revenues and for  
mutually benefiting and facilitating the  
trade and commerce of the two countries,  
hereby bind themselves in treaty to the  
following articles through the signatures  
of their respectively authorised and ac-  
credited commissions:—

Art. 1.—The term "native sailing  
boats" hereinafter used refer only to  
Chinese and Asiatic styled boats with  
sails. The regulations governing native  
sailing boats to and from Hongkong are  
revised as follows:—

(1.)—All native sailing boats shall be  
required to have a special licence issued by  
the Chinese and Hongkong Governments.  
The licences are to be of two kinds, one  
for trade boats and one for fishing boats.  
Fishing boats are to be for fishing pur-  
poses alone. No one boat shall be granted  
two different kinds of licence at the same  
time.

(2.)—The licence register for native sail-  
ing boats shall be jointly kept (1) by the  
Shipping Bureau of Kuangtung and the  
Harbour Minister (2) of Hongkong, so  
that registry may be properly dealt with.

(3.)—Between October and March, from  
8 p.m. to 6 a.m., and between April and  
September, from 7 p.m. to 5 a.m., no na-  
tive trade boats shall be allowed to sail  
from Hongkong.

(4.)—All native fishing boats in Hong-  
kong waters shall be required to have  
their licence numbers painted on their  
sails in accordance with directions given  
by the Hongkong Harbourmaster. Goods  
carried by such boats shall be subject  
to the examination of British officials  
concerned in order to prevent smuggling.

(5.)—Native trade boats shall report to  
the following stations of the Harbour-  
master of Hongkong when entering or  
leaving the harbour of Hongkong:—Yu-  
to-li, Hsiao-chi-wan, Hsikus, Tayach,  
Changchow, Shatouchoi, Hongkongtai,  
Kowloon, Cheung, Yumai.

The above stations may be changed in  
future after consultation.

(6.)—When entering or leaving the har-  
bour of Hongkong all native sailing boats  
shall be required to present their registry  
book and the register issued by the Chi-  
nese customs to the Harbourmaster for  
signature and dating. The Harbour-  
master shall ascertain whether the boat  
concerned has reported on the previous  
voyage regarding the passing of a branch  
of the Kowloon customs.

(7.)—If a native sailing boat should be  
unable to produce the register issued by  
the Chinese customs and the receipts for  
the tax paid for the examination of the  
stations of the Hongkong Harbourmaster,  
the station concerned shall report to the  
Customs Commissioner of the Kowloon  
Customs, and also detain the boat until the  
necessary tax and fine have been paid.  
The same method shall be followed by the  
maritime customs concerned if such a  
case happens in Chinese waters.

(8.)—The regulation governing the keep-  
ing of arms by the native sailing boats  
shall temporarily continue to be valid. If  
alterations should be found to be neces-  
sary, the same can be made  
after consultation with the Chinese Cen-  
tral Government by the joint recommenda-  
tion of the Hongkong Government and the  
local superior official of Kuangtung. The  
arms and arms licence of the boats shall  
be subject to the inspection of the officials  
concerned as has hitherto been the prac-  
tice.

Art. 2.—(1.)—The Hongkong Govern-  
ment agrees to the collection of salt tax  
by the Chinese Government. With the  
exception of salt carried in transit  
through Hongkong, whether to be trans-  
ported or not, but duly certified for  
shipment, all shipments of salt from other  
places or manufactured in Hongkong  
shall be taxed to the amount of \$2.50 per  
hundred cwt. The Hongkong Govern-  
ment shall have the option of reducing  
the tax at its own discretion on salt used  
for salting (preserving) fish.

(2.)—Boats carrying salt shall, upon  
arriving at Hongkong harbour, report to  
the Harbourmaster the quality of salt  
carried, the place of sailing and the  
destination for consumption.

(3.)—Imported salt and salt manufac-  
tured in the new territory (the extension  
of the 24th year of Kuanghsu) shall never  
be allowed to be imported to inland of  
Chinese territory.

(4.)—All native sailing boats or steam-  
launches carrying salt to Hongkong shall  
be required to present the regular cer-  
tificates issued by the salt administration  
of China. If the vessel should be unable  
to produce the same, the Harbour-  
master shall report the case to the Kow-  
loon Maritime Customs Commissioner and  
at the same time detain the vessel until  
the necessary amount of tax and fine have  
been paid in full. The same method  
shall be adopted by the Marine Customs  
concerned when the case takes place in  
Chinese waters.

(5.)—With the exception of salt carried  
in transit without transshipment, all  
shipments of salt arriving at Hongkong  
shall be required to be stored in a licensed  
godown. Such stored salt shall not be  
taken out without the special permit of  
the Hongkong Government. If the salt is  
destined for Kuangtung the necessary  
tax and certificate shall be paid before ship-  
ping. With regard to the salt certifi-  
cate, the licence of release, it shall not be  
shipped to Kuangtung until the regula-

shipping certificate issued by the salt ad-  
ministration concerned and counter-  
signed by the Commissioner of the Kow-  
loon Maritime Customs has been secured.

(6.)—Persons in possession of a licence  
for salt storage shall be required to keep  
the accounts and account of the salt  
imported and exported as well as the  
amount sold in Kuangtung. The book  
shall be subject to the inspection of the  
Kuangtung Government at any time.

(7.)—Persons manufacturing salt in the  
new territory shall deposit their salt in  
the licensed godown, the owner of which  
shall keep an adequate kind of account  
of the amount of salt manufactured and  
sold. The book shall be subject to the  
inspection of the Hongkong Government  
at any time.

(8.)—Retailers in the new territory shall  
not hold stocks of salt in excess of the  
amount fixed by the Government unless  
with special permit.

(9.)—When salt is removed from a  
licensed store or shop or transferred from  
one part of the British territory to an-  
other part, it shall not exceed in amount  
fixed by the Government, but in any case  
the special permission of the British offi-  
cials concerned shall be required.

Art. 3.—The purpose of this article is to  
safeguard the salt revenue of the Chinese  
Government. The Chinese Government  
agrees that all salt shipped from Hong-  
kong to Kuangtung in accordance with  
the above regulations shall be taxed at  
the Kowloon Customs. The Chinese Gov-  
ernment also agrees that the salt fields on  
the Kuangtung and Fokien sea coasts  
shall continue to be allowed to ship salt  
via Hongkong to Kuangtung without re-  
striction.

Art. 4.—Excepting those already per-  
mitted by the existing laws or regulations  
of Hongkong, no one shall be allowed to  
possess or carry dynamite, sulphuric acid  
or other explosives. No one shall be allowed  
to store the above-mentioned contraband  
articles without a licence. Those having  
obtained such a licence shall keep a re-  
cord in proper form of the quantity of  
such articles permitted to be stored and  
the quantity consumed each day. The  
said record shall be subject to inspection  
by the Hongkong Government.

Art. 5.—So long as the present treaty  
is entered, the Hongkong Government  
shall permit the Chinese Customs to estab-  
lish branch customs houses at Shen-shai-  
wan or any places within the territory of  
Hongkong for the purpose of collecting  
customs duties, etc.

Art. 6.—Steam-launches registered at  
the customs house and having obtained  
a permit for inland service shall be  
allowed to run between Hongkong and  
non-treaty ports in Kuangtung and vice  
versa. Such steam launches in addition  
to the necessity of observing the Inland  
Steam Navigation Regulations and the  
regulations governing the Steamship Re-  
gistration, promulgated by the Ministry  
of Communications of the Chinese Gov-  
ernment, shall be subject to the following  
restrictions:

(1.)—The term "non-treaty port" ap-  
plies to inland ports in Kuangtung, where  
steam launches for inland service have  
already been allowed to navigate. As to  
ports along the Kuangtung sea coasts,  
which have not been opened for foreign  
trade, the Hongkong Government may  
request at any time the government organ  
or organs concerned in the Central Gov-  
ernment of China through the chief ad-  
ministrative officials in Kuangtung for  
permission to allow steam launches from  
Hongkong to any of such ports for  
trading purposes.

(2.)—When a steam launch enters the  
port, the captain of the launch shall sub-  
mit two copies of the report to the  
Harbour Master thereof, so that the latter  
shall, in turn, send one copy of the report  
to the Customs House at Kowloon.

(3.)—When a steam launch leaves Hong-  
kong, its captain shall be required to  
apply to the Kowloon Customs House for  
a special sailing permit. In the said per-  
mit, the port, the destination and the port  
of call, and the customs house to which  
the launch shall report for ex-  
amination on its return shall be definite-  
ly stated. On its return it shall report  
itself directly to the customs house men-  
tioned on the permit.

(4.)—Any steam launches plying be-  
tween Hongkong and non-treaty ports in  
Kuangtung shall be required to apply to  
the branch customs house of Kowloon  
established by agreement with the Hong-  
kong Government on the territory of  
Hongkong for the examination of goods  
and cargoes. It shall carry. After such  
goods and cargoes are loaded, the launch  
way of the boat shall be sealed by the  
said branch customs house. The captain  
shall then have the option of either to  
pay the customs duties at the said branch  
customs house or at the customs house in  
the inland port of destination.

(5.)—When a steam launch returns from  
a non-treaty port in Kuangtung to Hong-  
kong it shall be required to call at the  
branch Kowloon customs house established  
in Hongkong territory by agreement with  
the Hongkong Government together with  
goods and passengers on board for ex-  
amination. When the launch is required  
to pay customs duty, the same shall be  
paid at the same customs house.

(6.)—Should any steam launch fail to  
observe the directions given in the permit  
regarding the branch customs house to  
which it shall call for examination, while  
running between Hongkong and non-  
treaty ports in Kuangtung or vice versa,  
the launch and its cargo shall be liable  
to seizure and confiscation.

Art. 8.—Native sailing boats and cargo  
boats having been registered at the cus-  
toms house shall be allowed to be towed  
by the licensed steam launches for inland  
service to and from different non-treaty  
ports in Kuangtung. The sailing and  
towing of such steam launches, native sail-  
ing boats, and cargo boats shall be subject  
to the regulations restricting the sailing  
of native sailing boats and the restric-  
tions under Article 5.

Art. 7.—Cargo boats towed by steam  
launches for non-treaty ports in Kuang-  
tung shall be required, before leaving  
Hongkong, to apply to the Kowloon cus-  
toms house for examination when the  
customs house shall allow them to pro-  
ceed to the port to which they are destined  
after their hatchways have been sealed.  
But, under such circumstances, the said  
customs house shall have the power to  
order the said boats to call at certain  
customs houses while on their way for  
examination.

Art. 8.—Foreign imports, shipped in  
native sailing boats or steam launches, re-  
gistered under Articles 5 and 6 from the

Victoria port of Hongkong to non-treaty  
ports in Kuangtung shall be permitted to  
pass after having paid the principal cus-  
toms dues and one half of transit dues  
and obtained a transit certificate for  
foreign goods inland. But before sailing  
such native sailing boats, or steam  
launches, shall be required to apply to  
the branch customs house established by  
mutual agreement in the territory of  
Hongkong for examination and also to  
observe the customs regulations by apply-  
ing to such customs houses on their way  
inland, as specially pointed out in the  
permit for examination.

Certificates for foreign goods moving in-  
land as mentioned above shall be issued to  
imports from overseas and products from  
Hongkong only. The customs house and  
its branch customs house shall have the  
power to issue certificates for goods pro-  
duced in other parts of China and ship-  
ped to non-treaty ports in Kuangtung or  
Hongkong.

Art. 9.—Goods shipped from one cus-  
toms treaty port to another by way of  
Hongkong and having obtained a pass  
from the Chinese customs house at the  
said treaty port, the customs house of the  
port to which the said goods are destined  
shall accept such a pass as valid. But  
under such circumstances the following  
regulations shall be observed:—

(1.)—If the goods having reached Hong-  
kong waters are not unloaded or removed  
to other vessels, the Hongkong Govern-  
ment shall allow the Kowloon customs  
house to have control over these goods.

(2.)—When the aforesaid goods after  
being unloaded are waiting for ships  
or train for transportation to other  
places or when the goods are trans-  
ported by ships to carry them to  
other places, they shall be stored in  
licensed godowns mutually appointed by  
the Hongkong Government and the Kow-  
loon customs house. The Hongkong Gov-  
ernment shall permit the Kowloon cus-  
toms house to have control over such goods  
and shall appoint a certain definite time  
for the transportation of such goods to  
other places.

Art. 10.—The Hongkong Government  
herely agrees with the Kowloon customs  
house to appoint certain overland roads  
on the boundary of the China-British ter-  
ritories for the passage of goods and live  
stock to the British territory so as to pre-  
vent smuggling. When goods or live stock  
are found crossing the China-British  
boundary without a customs pass, the  
goods or live stock shall be liable to se-  
izure and detention. They shall not be  
released until the customs duty on them  
and the amount of fine fixed are paid.

Art. 11.—(a) The Chinese customs  
house herely agrees to assist the Hong-  
kong Government to prohibit the importa-  
tion of spirits, opium, articles which may  
be adulterated with opium, morphia and  
poppy leaves into Hongkong and also to  
assist the Hongkong Government in sup-  
pressing the trading of these articles  
either on land or at sea.

(b) The Hongkong Government herely  
agrees to continue its prohibition of the  
smuggling of arms, munitions and other  
military weapons from Hongkong to  
inland cities in China. It shall also  
assist the Chinese Government in the sup-  
pression of the smuggling and sale of  
such articles.

Art. 12.—Notwithstanding the fact that  
Hongkong is a free trade port, the Hong-  
kong Government herely agrees to issue  
trade statistics recording the various  
goods, quantity and other details  
imported into China, and exported to  
foreign countries, therefrom, by way of  
Hongkong with a view to obtaining an  
accurate knowledge of the real condition  
of China's foreign trade and at the same  
time to help the Chinese Government in  
increasing its customs revenue.

Art. 13.—The Hongkong Government  
shall undertake to provide offices and  
godowns for the examination of goods  
transported by the Kowloon-Canton rail-  
way. The rent for these premises shall  
be collected by the Hongkong Government  
at a moderate rate, while duty on such  
goods shall be collected by the Kowloon  
Customs house as usual, and the following  
procedure shall be followed:

(a) When goods are transported from  
Kowloon to inland cities in China by  
train which does not stop at any of the  
railway stations within the British Ter-  
ritory of the port, the import duty on  
such goods must be paid in full before  
the shipment of such goods.

(b) When goods are transported from  
China inland to Kowloon without hav-  
ing obtained a customs pass, export duty  
in full shall be collected from such goods  
at the time before the goods are delivered  
from the railway station.

(c) When goods are transported either  
at the first station in Kowloon or other  
stations in the British Territory into  
China by train which stop at a railway  
station in the British Territory the cus-  
toms house shall have the option of either  
collecting the import duty on such goods  
at the branch customs house at the Kow-  
loon railway station, or at the branch  
customs house at Shen-shai in the Chinese  
territory.

(d) Goods transported by train at the  
Shen-shai railway station to the different  
stations in the British Territory excepting  
those destined for the Kowloon rail-  
way station, without having a duty free  
pass, shall be required to pay export duty  
at the branch customs house in the Chinese  
territory.

(e) When goods are transported from  
the British Territory to the Chinese Ter-  
ritory by railway, having obtained a cer-  
tificate from the customs house at Kowloon  
showing the import duty paid on such  
goods, they shall be taxed according to  
the rate of duty fixed in the commercial  
treaty stipulated in 1903; that is in the  
24th year of the reign of Kuang Hsi or  
according to the rate which will be fixed  
after the revision of the present treaty.  
These goods shall be exempt from further  
taxation until they reach the place of  
destination, where only transit dues shall  
be collected.

(f) Goods transported from the Chi-  
nese territory by railway to the different  
railway stations in the British Territory  
and having obtained a triple certificate  
for the export of native goods shall be  
taxed according to the rate of the duty  
fixed in the commercial treaty stipulated in  
1903; that is, the 24th year of the reign  
of Kuang Hsi or according to the rate  
fixed after the revision of the present treaty.  
(g) The exchange rate between the  
dollar and the HK. bacl for the payment

(Continued at foot of next column.)

### DR. MAX KINDLER.

## A TRIBUTE TO BRITISH HUMANITY.

Dr. Max Kindler, recently acquitted at  
the Mixed Court, Shanghai, on a charge  
of conspiracy, has asked the "Daily  
Press" to make a statement in the paper  
on his behalf, expressing his sincere  
admiration for and thanks to the British  
authorities for the manner in which he  
has been treated both in Tientsin and  
Shanghai.

When the warrant for his arrest reached  
Tientsin, Dr. Kindler was lying ill at a  
hotel. He was visited there by Inspector  
Almond, who said at once that as Dr.  
Kindler was ill he had no wish to disturb  
him and, if he would give his word not  
to attempt to escape, he might remain in  
the hotel until he was better. Dr.  
Kindler remained and after a few days left  
the hotel for the police station, where, he  
thought, he was most kindly treated,  
made as comfortable as circumstances  
permitted and allowed to have whatever  
diet was necessary for him.

When he reached Shanghai he was  
taken ill on night at the West Hongkong  
Police Station. There he was at once  
visited by Chief Detective Inspector Arm-  
strong and Det. Sgt. Prince, who took  
his temperature, gave him medicine and  
did what they could to make him com-  
fortable. The sergeant on duty came to  
see him many times during the night and  
gave him medicine.

Dr. Kindler asks whether any German  
or Austrian officer in a similar position  
would have ever been found visiting pris-  
oners of war as British police officers did  
for a prisoner on a criminal charge and  
added:— "I take off my hat and pay  
honour where honour is due to the Allies  
who have treated me with so much sym-  
pathy, humanity and justice."

## UNION CHURCH WORK PARTY.

The Union Church Ladies' Working  
Party has sent a box to the Rev. T. L.  
Beveridge, C.F., 10th Enfranchising Bat-  
tery, R.E.F., containing:—34 suits of  
pyjamas, 78 shirts, 6 vests, 29 belt-jackets,  
76 handkerchiefs, 30 wool caps, 24 wool  
helmets, 171 pairs of socks, 20 pairs of  
knee-caps, 33 pairs of mittens, 14 mufflers,  
55 many-tail bandages, 3 body belts, 17  
towels, 5 cardigans, 1 scrubbers, also jam,  
biscuits, soap, tobacco, cigarettes, games,  
puzzles and walking sticks.

The following letter has been received:—  
ST. MARTYR'S WAR HOSPITAL SUPPLY DEPOT,  
7, Cavendish Square, W.1.,  
July 26th, 1917.

MR. HICKLING,  
5, Morrison Hill, Hongkong.

DEAR MR. HICKLING:—Will you please accept  
our most grateful thanks for your gift? It  
is most generous of all your members  
to take this interest in our organisation.

I thought you would prefer to know  
that we are not requiring any more  
bandages for the present, as our stock  
amply meets the demand. Clothing of all  
kinds and socks are most welcome.  
We always admire your beautiful  
materials. I am sure the sick and wound-  
ed appreciate them.

Again thanking you all.—Yours faith-  
fully,  
(Signed) MYRA M. GILSON  
(General Manager for Beatrice, President  
and Head of Depot.)

of customs duty on goods transported by  
railway shall be so fixed that it shall not  
be higher than the exchange rate fixed by  
the Kuangtung customs house.

Art. 14.—When goods shipped from  
Hongkong to inland cities in China by  
train, native sailing-boats, or steam  
launches are found to have been wrongly  
reported at the Kowloon customs house  
respecting the number, weight, quantity,  
description or value with a view to evad-  
ing duty, the Hongkong Government, at  
the request of the Kowloon Customs house,  
shall seize such goods until the amount of  
duty assessed together with the amount of  
fine fixed for the evaded duty are fully  
paid. If such fraudulent practice  
is discovered at places within the Chinese  
Territory, the same punishment shall be  
applied.

Art. 15.—The Governments of the two  
High Contracting Parties herely agree  
that Mandates or orders shall be issued  
and detailed regulations shall be drawn  
up for the promulgation and enforcement  
of the present treaty.

Art. 16.—The present treaty shall be in  
force for five years. During the period  
of its enforcement both contracting parties  
may consult and agree with each other  
the revision of the provisions in the  
treaty at any time. If neither of the  
parties concerned notify the other for the  
cancellation of the said treaty at a time  
six months prior to the expiry of this  
period, it shall continue to be enforced  
for another year. If at the end of the  
extended period no notification is issued  
by either of the contracting parties to the  
other regarding the annulment of the said  
treaty, it shall be enforced for another  
year and so on until one of the contract-  
ing parties notify the other of its inten-  
tion of annulling the treaty six months  
prior to the expiry of the aforesaid  
period. After this having been done, the  
parties concerned shall then consider the  
treaty null and void.

So long as the present treaty remains in  
force, the post of Customs Commissioner  
and the Deputy Customs Commissioner at  
the customs house at Kowloon shall be  
occupied under any circumstances by sub-  
jects of British and Chinese nationality  
respectively.

Art. 17.—The present treaty shall be  
written in both Chinese and English. In  
case of any dispute arising on the inter-  
pretation of the text of the agreement, by  
both parties the English text shall be  
accepted as authoritative.

Art. 18.—The present treaty after being  
signed and sealed shall be enforced on  
and from the 1st day of the 10th  
month of the 24th year of the Republic  
of China; that is, the 1st day of the  
10th month of 1917 A.D.

Four copies of the treaty in Chinese and  
four copies in English shall be made out  
at the (name of the place), making  
a total eight copies of treaty.—Peking  
Gazette.



ST. VINCENT DE PAUL'S  
SOCIETY.  
AL FRESCO FETE.

The spacious compound of the R. C. Cathedral was the scene of great animation yesterday, when the annual *al fresco fete* in connection with St. Vincent de Paul's Society was held. The different pavilions and stalls containing prizes for the *hermes* were gaily set out with attractive toys and beautiful specimens of handicraft. From 3 o'clock in the afternoon crowds of visitors inspected the stalls and made many purchases which delighted the children. In the evening the place was brightly illuminated and there was a large attendance. Lady May, who has regularly participated in the success of the fete, was greatly missed this year. H. E. the Governor, however, honoured the gathering with his presence and was received at the entrance by Bishop Pozzoni, Mr. A. M. C. da Silva (President General of the Society) and the three Presidents of the district branches. Unfortunately shortly after 9 o'clock a heavy fall of rain interfered with the proceedings. Consequently all the drawings for prizes were postponed until next Saturday afternoon. Ticket-holders can claim their souvenirs, which, however, are more or less damaged by the rain.

The Catholic Women's League were unable to take charge of their annual stall, and so were the Scouts. Mr. M. Baptista was invited by the Committee to organise a stall at his own discretion, and great credit is due for the way in which he discharged the task.

The refreshment stall was managed by Mrs. Silva-Neto, who provided her own staff of ladies to assist her. Mr. and Mrs. J. D. Osmund, with their numerous staff, conducted the Picture Stall very successfully, as in former years. Mr. and Mrs. A. Osmund also took charge of the American Lottery stall with good success. The pavilion of special prizes was under the charge of Mr. and Mrs. J. C. Ribeiro and staff, and the Bar stall was under Mr. A. Rocha and his staff, as in former years. Mr. A. Ribeiro conducted the shooting gallery, while Mrs. Ribeiro attended to a special lottery with the assistance of other ladies and gentlemen. The Souvenir Stalls were presided over by the members and friends of the Society. Great credit is due to Mr. and Mrs. J. C. Ribeiro for the whole arrangement of the Bazaar; their indefatigable services were highly appreciated by the General Committee.

The Council General of the Society wish to express their heartfelt thanks to H. E. the Governor and His Lordship Bishop Pozzoni for extending their patronage to the fete, to all the ladies and gentlemen who volunteered their services; to the gentlemen who generously sent donations to the French and Italian Convents for their beautiful contributions; to the generous donors of prizes; to the Orchestra Philharmonica for the delightful selections of music which they discoursed; and to the public in general for their liberal support.

The following is a list of the stalls and stall-holders:—

**PICTURE GALLERY.**—Mr. and Mrs. James D. Osmund, Mr. and Mrs. J. A. V. Ribeiro, Mr. and Mrs. E. M. Osmund, Mr. and Mrs. J. O. Remedios, Misses C. Pereira, D. M. Almeida, Esther Sequin, G. F. Almeida, H. Osmund, A. Remedios, Messrs. A. O. Barreira, J. A. Barreira, A. F. Remedios, A. C. Rozario, H. R. Sequin, J. M. Soares, R. F. Luz, A. J. Osmund and L. A. Osmund.

**AMERICAN STALL.**—Mr. and Mrs. Misses A. F. Osmund, Messrs. S. Danenberg, M. H. Baptista, A. C. Botelho, J. C. Barretto, Arthur Carvalho and J. M. Franco.

**SPECIAL SALE.**—Mr. and Mrs. J. C. Ribeiro, Mrs. Maria Cruz, the Misses Silva, Evelina Rocha, Anna Soares, Lucia Antonio, Luisa Ribeiro, Anna Pereira, Julia Gardner, Baptista and Melinda Webster; Messrs. Fred Silva, Duarte Baptista, Augusto Baptista and Juvenal Pereira.

**SHOOTING GALLERY.**—Mr. and Mrs. A. J. V. Ribeiro, Mr. and Mrs. C. F. V. Ribeiro, the Misses B. Ribeiro and Luz, Messrs. A. A. da Luz, A. M. da Luz, F. M. da Cruz, A. M. O. Remedios, E. M. da Luz, F. E. da Luz, V. F. d'Azevedo, A. A. d'Azevedo, F. Antonio, M. Mendes, L. Lima and S. A. Marçal.

**REFRESHMENTS.**—Mrs. A. B. Silva-Neto, Mrs. Alvarez, the Misses Edith Carvalho, Angela Alves, Marie Rozario and Loureiro.

**BAR.**—Messrs. A. C. da Rocha, B. M. Cunha, C. M. Castro, M. F. Barreira and A. V. Barrios.

**VARIETY STALL.**—Messrs. A. J. Edwards, M. F. Baptista, C. O. Baptista, H. O. Marçal, F. E. Silva and Messrs. F. A. Baptista, L. G. Baptista and O. R. Baptista.

**SOUVENIR STALLS.**—Messrs. R. J. Remedios, Jose Gomes, Armando Silva, Anto Baptista, B. M. Vieira, T. A. Carvalho, J. J. dos Remedios, D. J. P. Lopes, J. M. Brito, G. A. Vas, A. J. M. Rodrigues, Jr. and R. D. Baptista.

**TICKETS EXCHANGED.**—Mr. Noel U. Botelho and friend.

**SALE OF TICKETS AT THE GATE.**—Messrs. J. A. C. V. Ribeiro and Arthur M. Souza. The General Supervisor was Mr. G. S. Botelho and the Reception Committee consisted of the Right Rev. Bishop D. Pozzoni, Messrs. A. M. C. da Silva (President General), M. A. dos Remedios, Chev. J. M. Alves, and H. Dixon (President).

## HONGKONG FINANCE.

The financial statement for the month of June, 1917, issued by the Hongkong Treasury is as follows:

Balances of Assets and Liabilities on 31st May, 1917	\$2,425,453.02
Revenue from 1st to 30th June, 1917	1,110,931.79
	3,536,384.81
Expenditure from 1st to 30th June, 1917	845,941.12
Balance	\$2,690,443.69

THE V.R.C.  
SUCCESSFUL CLOSING DAY'S  
SPORT.

The annual athletic sports in connection with the V.R.C. came to an end on Saturday, and the success which attended the first two days' racing was more than maintained on the third day. The stands were all crowded, among those present being the Hon. Mr. Claud Severn, C.M.G., Chairman of the Club, and Mr. Ho Fook. Racing was always keen, and not the least exciting of the various events were those confined to the ladies.

During the afternoon the band of the Middlesex Regt. played selections, and there was added greatly to the general enjoyment of the meeting.

The full results were as follow:—

**HIGH DIVE (open).**—1. G. Hall; 2. M. A. R. Souza.

**100 YARDS BOYS' CHAMPIONSHIP OF COLONY (boys of 14 years and under).**—1. J. Lyon; 2. D. Laing.

**100 YARDS CHAMPIONSHIP OF COLONY.**—1. C. Logan (67 secs.); 2. G. Jack (70-2-5 secs.).

**LADIES' NOMINATION (open).**—1. Bom. Watson; 2. L. M. Franco; 3. J. Stewart.

**LADIES' TWO LENGTHS RACE.**—1. Miss M. Russell (rec. 35); 2. Miss L. Tolland (rec. 28); 3. Mrs. Hall (rec. 35).

**HURDLE RACE.**—1. G. Hall; 2. J. Stewart.

**GIRLS' RACE (two lengths handicap).**—1. Annie Tolland (rec. 41); 2. Marjorie Windbank (rec. 18).

**FOUR LENGTHS HANDICAP.**—1. S. A. Marçal (rec. 6); 2. A. V. Barros (rec. 2).

**CHALLENGE TEAM RACE.**—1. Catholic Union; 2. Diocesan Old Boys' Assn. The winning team was composed of L. C. R. Souza, J. Lima, G. M. Rosa, F. M. Cruz and H. J. Silva. Won easily. Four teams competed.

**CONSOLATION RACE (two lengths).**—1. Bombardier Watson; 2. G. W. Rosa.

**AFTER RACING.** the prizes were distributed by Mrs. Sandeman. Previous to calling upon Mrs. Sandeman to perform this function the Hon. Mr. Claud Severn, C.M.G., Chairman of the Club, said he would like to make a few remarks about the aquatic meeting which had just finished. The Annual Aquatic Sports of the V.R.C. this year had been very successful, and the entries had been satisfactory. This year some genius suggested having two new events, one a ladies' race and one a girls' race, and whoever it might be he deserved very great credit. They had had two excellent competitions among the ladies and the girls, and he hoped that the souvenir which each competitor would take away would lead to others coming forward next year. The aquatic sports could not have been such a great success as they had been if they had not had such thoroughly experienced and willing workers. Among those workers he must first mention the name of Mr. R. C. Wittichell. (Applause.) Year after year he was here, there and everywhere during every day of the sports; and another worker who modestly kept in the background was Mr. Douglas Bain, to whom they owed very great gratitude, as well as to their old friends who figured on the front sheet of the programme, and who were always to the fore in acting as judges and in other positions. He did not wish to detain them any longer, as it was getting very late, so he would call upon Mrs. Sandeman to be so kind as to give away the prizes.

In connection with the distribution it should be mentioned that two cups were presented for the half-mile, which resulted in a dead heat, and for being such a good second in the 100 yards' championship D. Laing also got a prize. All the ladies who competed received a silver spoon.

When the presentation of prizes had been concluded, the Hon. Mr. Claud Severn remarked:—There is one other thing I would like to say, and it is that you may remark upon the beautiful table from which these prizes have been presented. Underneath this huge Union Jack stands a billiard table. The generous donor let me not to mention his name. I am therefore unable to tell you that it was given by an old member of this Club, Mr. Ho Fook. (Laughter and applause.) I think we owe him a very great debt of gratitude. The table will be of immense value during the winter months. I wish to ask you to give Mr. Ho Fook a hearty vote of thanks for his kind gift. (Applause.)

Mrs. Sandeman was then presented with a beautiful bouquet by little Miss Wittichell, and cheers were also given for Mrs. Sandeman, the Chairman of the Club and also for the popular Hon. Secretary.

## KWANGTUNG APPOINTMENTS.

A Presidential Mandate states:—As requested by Liang Chih-chao, Minister of Finance, Liang Lan-hsun, Supervisor of the Canton Maritime Customs, is hereby relieved of his post.

Lo Cheng is hereby transferred to be Supervisor of the Canton Maritime Customs.

Kuan Mien-chun is hereby appointed Supervisor of the Wuchow Customs.

Lo Cheng, Supervisor of the Canton Maritime Customs, is hereby appointed concurrently Special Envoy of the Ministry of Foreign Intercourse in Kwangtung.

Kuan Mien-chun, Supervisor of the Wuchow Customs, is hereby appointed concurrently Special Envoy of the Ministry of Foreign Intercourse in Kwangtung.

On the Taikoo links on Saturday, the home team met the Kowloon bowlers, and after a most interesting encounter, the visitors proved victorious by two shots.

As usual, the Taikoo Club were most hospitable, and all present spent a most enjoyable time.

## SPORT.

HONGKONG CRICKET CLUB  
REPORT.

The report of the Committee for the year ending the 31st August, 1917, states that from a financial point of view the past season was even more successful than that of the previous year. The income and expenditure account shows a surplus of \$2,178.83, whilst no less than 103 debentures have been paid off and five generously presented to the Club by Mr. Arthur Turner. The debenture interest amounting to \$68.75 has been paid.

The amount received on account of entrance-fees and subscriptions shows an increase of over \$400, and the number of playing and non-playing members is now 163 and 133 respectively.

Military duties again, of course, rendered a regular Cricket programme impossible, but several interesting matches were nevertheless played, although it was difficult at times to get together a representative eleven. It is unlikely that cricket will get going in full swing again until after the war.

The tennis tournament held during March and April was very successful, the entries being up to the average, and great interest was taken in some of the matches. The stand erected for spectators was largely patronised, which enabled the Committee to send no less a sum than \$2,000 to War Charities. Mr. S. E. Green, for the third year in succession, won the Open Championship Singles, this year beating Mr. H. A. Nisbet in the challenge round and thereby annexing outright the Challenge Cup presented by Sir Paul Chater, Kt. Not content with this, Mr. Green again proved himself a successful handicap player by winning the "A" singles from the back mark (owe 33.3) for the fourth year in succession.

The Open Championship Doubles, a new event open to any pair in the Colony, for which two handsome challenge cups have been presented by Mr. Ho Fook, was cleverly won by Messrs. Ng Sue Kwong and Wong Po Keung. The "B" Singles were won by Mr. A. Morse, whilst the Doubles Handicap, one class, went to Lieut.-Col. Crisp and Mr. F. A. Redmond. In the Professional Pairs Messrs. Green and S. H. Dodwell defeated Messrs. Nisbet and A. G. M. Fletcher in the final round. The Mixed Handicap Doubles, always an attraction, was keenly contested, the winners, as last year, being Mr. and Mrs. H. A. Nisbet from the Rev. Cooper-Hunt and Mrs. Armstrong.

The Annual General Meeting will be held in the Pavilion on Thursday, the 4th day of October, 1917, at 5.30 p.m.

## CRICKET.

## INTER-CLUB GAME AT KOWLOON.

On Saturday afternoon an inter-club practice match between the XI. Vice-Captain XI. took place at Kowloon. The ground is in very good condition and has been much improved since last season, and there were a good number of new faces among the players. The Captain's XI. won rather easily, Travers making a good 50. The bowling, however, was not impressive and the fielding was slack; still there is the making of a good league team at Kowloon. Scores:—

**VICE-CAPTAIN'S XI.**  
D. J. MacKenzie, b Hodge ..... 9  
J. M. Jack, c Cobb b Hodge ..... 11  
A. E. W. Davidson, c Robinson, b Cobb ..... 18  
A. E. Schulz, run out ..... 5  
F. Meade, c Fletcher, b Travers ..... 19  
H. Overy, b Wheeler ..... 6  
K. Macaskill, not out ..... 25  
Dr. C. Forsyth, run out ..... 7  
J. Stalker, b Fletcher ..... 2  
F. Goodwin, c and b Wheeler ..... 0  
F. W. Richmond, c Travers, b Wheeler ..... 1  
Extras ..... 6

**Total** ..... 103

**Bowling Analysis.**  
O. M. R. W.  
Cobb ..... 6 2 23 1  
Hodge ..... 6 0 31 2  
Wheeler ..... 5 0 22 3  
Travers ..... 5 0 26 1  
Fletcher ..... 0.3 0 1 1

**CAPTAIN'S XI.**  
F. Wheeler, c Overy, b Schulz ..... 29  
F. Travers, retired ..... 50  
J. C. Fletcher, c Overy, b Stalker ..... 11  
E. Abraham, c Richmond, b Meade ..... 10  
R. H. Jewsbury, c Meade ..... 2  
L. E. S. Hodge, c Stalker, b MacKenzie ..... 8  
W. J. Elson, run out ..... 17  
P. H. Cobb, c and b Stalker ..... 23  
J. H. Meade, l.b.w., b Stalker ..... 1  
J. P. Robinson, b Meade ..... 2  
D. Nicholl, not out ..... 2  
Extras ..... 8

**Total** ..... 161

**Bowling Analysis.**  
O. M. R. W.  
Overy ..... 4 2 5 0  
Meade ..... 9 0 45 3  
Macaskill ..... 3 1 6 1  
Stalker ..... 11 0 43 3  
MacKenzie ..... 8 0 32 1  
Schulz ..... 6 0 20 1

**LAWN BOWLS.**  
On the Taikoo links on Saturday, the home team met the Kowloon bowlers, and after a most interesting encounter, the visitors proved victorious by two shots.

As usual, the Taikoo Club were most hospitable, and all present spent a most enjoyable time.

HONGKONG MAGISTRACY.  
AN OLD SMUGGLER.

A cook on board s.s. *Charles Hardauin* was charged with attempting to export 50 silver dollars without a permit.

Sergt. Davitt said the money was found tied around the defendant's waist. He believed defendant to be an old smuggler.

Fined \$20, with the alternative of one month's hard labour. The 50 dollars were also ordered to be confiscated.

## FLIGHT OF TIME.

A Chinese was charged before Mr. Dyer Ball with the theft of a case containing six clocks valued at \$31.30 from a Chinese shopkeeper.

It was stated that complainant engaged a coolie to carry three cases of clocks to s.s. *Paul Beau* to be taken to Canton. The coolie left two cases on the *Praya* and took one case to the steamer. When he returned to take another case, he found one missing. He made enquiries and subsequently traced defendant to Benham Strand, where he caught him carrying the case on his shoulders. He thereupon arrested defendant.

## HONGKONG POLICE RESERVE.

ROLES ISSUED BY MR. F. JENKIN, D.S.P. (RESERVE).

## SUBSTITUTES.

Attention is drawn to Departmental Order formerly Standing Order No. 141, forbidding Patrolmen to provide a substitute more than once in any one calendar month.

## SERVICE BOARD.

Members who have for any reason failed to already attend with their units, will attend the next available sitting of the Board:—

Monday, 1st Oct.—No. 7 Platoon.  
Tuesday, 2nd Oct.—No. 8 Platoon.  
Wednesday, 3rd Oct.—Ambulance.  
Friday, 5th Oct.—No. 6 Platoon.

## AMBULANCE.

No. 5 Platoon will not attend before the Service Board on Thursday, October 4th. They will attend instead on Thursday, 11th.

## DISCIPLINARY REGULATIONS.

Regulations made with the approval of the Governor-in-Council under Section 3 (1) of the Hongkong Police Reserve Ordinance, 1917, Ordinance No. 20 of 1917, by the Captain-Superintendent of Police, this 27th day of September, 1917.

1.—The immediate command of the Hongkong Police Reserve, subject to the control of the Captain-Superintendent of Police, shall rest in the Deputy Superintendent of Police (Reserve), or in such other person as may be appointed by the Captain-Superintendent of Police.

2.—The Deputy Superintendent of Police (Reserve) shall have power to issue, subject to review by the Captain-Superintendent of Police, such commands as he may deem necessary for the proper and efficient carrying out of duties in connection with patrols, drills, musketry, leave, and any other matter or thing which he shall consider essential for promoting and maintaining the efficiency of the Force.

3.—Such commands shall be obeyed by every member of the Force.

4.—The Captain-Superintendent of Police, the Deputy Superintendent of Police (Reserve), or any other Superintendent of the Force deputed by the Captain-Superintendent of Police shall have (in addition to the power conferred by section 3 (2) of the Hongkong Police Reserve Ordinance, 1917) power to award any one or all of the following punishments in respect of any refusal or neglect to obey any lawful command, order, regulation, or departmental order, any breach of discipline, or any neglect of duty, viz:—

(a) Caution, Warning, Reprimand, or Severe Reprimand.  
(b) Extra Drill or Extra Duties.  
(c) Transfer.  
(d) Deduction in Rank.

5.—Any member who commits any of the under-mentioned defaults shall be subject to punishment for breach of discipline:—

(a) Drunkenness on duty or in uniform.  
(b) Drinking on duty.  
(c) Smoking on duty.  
(d) Insubordination or disrespect to a superior officer.  
(e) Improperly disclosing information concerning police affairs.  
(f) Soliciting or accepting any gratuity.  
(g) Unpunctuality.  
(h) Slovenly conduct or appearance in uniform.  
(i) Desertion.  
(j) Infringement of any regulations or orders issued by the Captain-Superintendent of Police or under his authority.  
(k) Exceeding duty, unnecessary interference or violence.

(l) Bringing discredit on the Police.

6.—The Captain-Superintendent of Police, the Deputy Superintendent of Police (Reserve), and any other Superintendent of the Force, authorized for that purpose by the Captain-Superintendent of Police, shall have power to order the arrest and detention of any member of the Force whenever necessary for the maintenance of discipline, or for carrying out of the disciplinary powers conferred by the Hongkong Police Reserve Ordinance, 1917, or these regulations.

## By Order.

T. P. HODGKIN, A.S.P. (Reserve).  
Hongkong, 29th Sept., 1917.

## INTIMATIONS

**"OUR + DAY"**

18th OCT., 1917.

**DRAWING OF WAR BONDS**

**LANE, CRAWFORD**

and Company

**WILL PRESENT FREE**

**ONE TICKET**

**FOR EVERY \$20 WORTH OF GOODS**

**PURCHASED IN THEIR STORE**

**FOR CASH ONLY.**

**FROM SEPT. 26TH TO OCT. 16TH.**

**Wm. Powell Ltd**  
TELEPHONE 346

JUST RECEIVED:

**SMART AUTUMN  
MILLINERY.**

**WHITE FELT. BLACK AND COLOURED  
VELVET HATS. AUTUMN STRAWS.**

**BLouses. NECKWEAR. ETC.**

**PACIFIC MAIL S.S. CO.**  
U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA"

14,000 tons each.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "COLOMBIA" ..... Oct. 10th.  
S.S. "VENEZUELA" ..... Oct. 24th.  
S.S. "ECUADOR" ..... Dec. 4th.

These Steamers have the most modern equipment including Overhead Electric Fans and Electric Lighting. ALL LOWER DECKS and large comfortable staterooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin and the attending to passengers asked to be seated.

Tickets are issued on the Pacific Mail Line and the CANADIAN PACIFIC. For further information, rates, itineraries, etc., apply to COMPANY'S OFFICE in Alexander Building, China Road, Telephone 171.



## NEW ADVERTISEMENTS

## NIPPON YUSEN KAISHA

WE have APPOINTED Mr. SIMON TSE YAN, alias TSE KA PO, to act as Comptroller of this Company's Branch Office in Hongkong, from the 1st October, 1917.

B. MOHI,  
Manager.  
[1092]

## NOTICE OF REMOVAL

WE have THIS DAY REMOVED our Offices to Queen's Building the Premises lately occupied by THE ROBERT DOLLAR CO. HONGKONG IMPORT AND CHINA PRODUCE EXPORT COMPANY. [1093]

## NOTICE OF REMOVAL

NESTLE & ANGLO-SWISS CONDENSED MILK CO., HONGKONG.

11, Queen's Road Central.

ON account of alterations to our present Office Building, we are temporarily removing to 7, QUEEN'S ROAD CENTRAL, (formerly German Bank Building), at which address all communications should be made as from 1st October, 1917. [1094]

G. R.

## SANITARY BOARD OFFICE, HONGKONG.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC BUILDINGS BY-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN Division of the City of Victoria, and the EASTERN Division of Kowloon and New Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED AND LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this Notice means that the Houses should be lime-washed in respect of all the Walls of each Room, all Ceilings, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard must have its containing Walls limewashed up to the level of the First Floor. Curved, Painted or Polished Woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Board is prepared to lime-wash FREE OF CHARGE a limited number of Buildings in those Divisions. OWNERS who desire to avail themselves of this offer should apply in writing to the Secretary on or before the 7th of October.

Choice among applicants will be in the absolute discretion of the President.

The EASTERN Division of the City of Victoria is bounded on the West by Gilman Street and Peel Street.

Kowloon is divided into the EASTERN and WESTERN Divisions by Nathan Road and a straight line drawn from the NORTH end through the Yau-mai-si rice reservoir to the NORTHERN Boundary of Kowloon.

A. M. GALL,

Dated this 29th day of September, 1917. [1095]

## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

IN THE MATTER OF THE BRITISH TRADERS' INSURANCE COMPANY, LIMITED,

and  
IN THE MATTER OF THE COMPANIES ORDINANCES, 1911 and 1913.

NOTICE IS HEREBY GIVEN that a Petition was on the 8th day of September, 1917, presented to the Supreme Court of Hongkong by the above-named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 19th day of July, 1917, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 16th day of August, 1917, and which Resolution runs as follows:—

"That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting."

AND NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before His Honour Sir WILLIAM REES DAVIES, the Chief Justice, on WEDNESDAY, the 24th day of October, 1917, at 10 o'clock in the forenoon, and any person interested in the said Company, whether as Creditor, Policy Holder, or otherwise, desirous to oppose the making of an Order for the confirmation of the said alteration under the above Ordinance should appear at the time of hearing, by himself or his Counsel, for the purpose, and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned, the Company's Solicitors, on payment of the regulated charge for the same.

Dated this 10th day of September, 1917.  
DEACON, LOOKER, DEACON & HAISTON,  
1, Des Voeux Road Central,  
Hongkong,  
Solicitors for the Company. [1043]

## HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of the Members will be held on SATURDAY, the 13th October, 1917, at 12 o'clock Noon, at the Offices of the Hongkong JOCKEY CLUB, on the ground floor of the Hongkong Club Annex, Chater Road.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 29th September, 1917. [1096]

## INTIMATIONS

## 8% MILITARY LOAN.

## THIRD DRAWING FOR REDEMPTION.

NOTICE IS HEREBY GIVEN to the Public that the Third Drawing for the Redemption of the 8% Military Loan will take place in Peking on 2nd October, 1917, the total amount to be drawn being \$1,500,000.

The serial numbers of Drawn Bonds will be published in the *Gazette* and *Globe*.  
THE MINISTRY OF FINANCE  
Peking, 8th September, 1917. [1094]

## FIRST CHURCH OF CHRIST, SCIENTIST, OF HONGKONG

Announces a free lecture on

## CHRISTIAN SCIENCE

WM. R. RATHVON, C.S.B.

at  
THEATRE ROYAL.

THURSDAY, OCTOBER 4TH, 1917,

AT 5.30 P.M.

[1087]

G. R.

## NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to have the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50. [68]

G. R.

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 9th day of October, 1917, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Nathan Road, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Subdivisions	Regulatory No.	Locality	Boundary Measurements (Approximate)	Contents	Annual Rent	Upset Price
1	1	Lot 1, Nathan Road, Kowloon	100 feet by 100 feet	17,050 (approx.)	210	27,000

[1089]

## PUBLIC AUCTION.

By Order of the Mortgagee.

MESSERS. HUGHES & HOUGH have received instructions to sell by Public Auction, on

WEDNESDAY, the 10th day of October, 1917, at 3 P.M., at their Sales Room, Ice House Street, Victoria, Hongkong.

The following Valuable Leasehold Property situated at Victoria, Hongkong, viz.—  
ALL THAT piece or parcel of ground situated at Victoria aforesaid and known and registered in the Land Office as Island Lot No. 1385—Term 99 years created by a Crown Lease dated 16th February, 1915—Annual Crown rent \$76.00—Area 164,118 square feet.

For further particulars and conditions of sale apply to—  
JOHNSON, STOKES & MASTER,  
Princes Buildings, Ice House Street, Hongkong,  
Solicitors for the Mortgagee, and to  
Messrs. HUGHES & HOUGH,  
The Auctioneers,  
Hongkong, 24th September, 1917. [1089]

## JUST RECEIVED:

## FLOWER AND VEGETABLE SEEDS.

GRACA & CO.

No. 4, WYNDHAM STREET, Hongkong.

## INTIMATION

## THERE IS NOTHING MORE

## REFRESHING

## IN YOUR BATH

THAN

## WATSON'S

## HOUSEHOLD

## AMMONIA.

In Bottles 75 Cts. Each.

ONLY FROM

## A. S. WATSON &amp; CO., LTD.,

HONGKONG DISPENSARY.

TELEPHONE 16

[13]

## MARRIAGES.

BRAAD-SORENSEN—MILLER.—At the Danish Consulate-General, Shanghai, on September 28th, and afterwards at Trinity Cathedral, by the Very Rev. Dean Walker, Soren, the eldest son of JENS BRAAD-SORENSEN, of Hjørring, Denmark, to HILDA AMY, only daughter of the late Capt. W. J. MILLER and Mrs. MILLER, of Shanghai.

BRADLEY-KING.—At Shanghai, on September 24th, at the Holy Trinity Cathedral, by the Very Rev. Dean A. J. Walker, and afterwards at H. B. M. Consulate, ERIC RUPERT BRADLEY, of Mustard & Co., to EMILY FLORENCE ALICE KING, niece of Captain and Mrs. Harvey, of Shanghai.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, G. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, 1ST OCTOBER, 1917.

## OUR DIAMOND JUBILEE.

To the Hongkong Daily Press belongs the distinction of being the pioneer of daily journalism in the Far East. Founded on October 1st, 1857, it attains its Diamond Jubilee to-day, and, by way of marking the occasion, a special supplement is issued gratis with every copy of the paper. This supplement contains a number of articles sketching the remarkable progress of the Colony during the period under review and discussing questions of current local interest. We believe that it will be of interest, and we trust it may also be of service. The record of the difficulties which the enterprise and tenacity of purpose of our predecessors triumphantly surmounted may well serve as an inspiration for the future. When the *Daily Press* first made its appearance the attitude of the Chinese towards the foreigner was still one of open hostility, although the Treaty of Nanking, formally ceding Hongkong to Great Britain and opening Shanghai, Canton, Foochow, Amoy, and Ningpo to overseas trade, had been signed fourteen years previously. To convince the Chinese of the respect due to international agreements two further military expeditions were necessary. These resulted in the Treaty of Tientsin (1858), whereby that of Nanking was renewed and confirmed, and further concessions were granted, including the right to appoint a British

Minister to the Imperial Court at Peking, and important additions were made to the list of places thrown open to international commerce. Thence onward commerce has proceeded without serious interruption and has developed enormously, to the mutual benefit of China and the rest of the world. In 1913 the total value of the foreign trade, as revealed by the returns of the Maritime Customs, was no less than \$147,000,000, and to-day we see China, recently established as a Republic, recognising her obligations to humanity by joining the Allies in their fight for the freedom of the world.

It seems strange to reflect in these days, when Japan has established her position as a first-class Power and has built up a splendid mercantile marine which is busily employed in carrying her manufactures to the uttermost ends of the earth, that she showed as much distaste as China for foreign intercourse, and did not really open her doors to foreign trade until 1858. The phenomenal strides which she has made since then in Western science and industry have compelled the admiration of the whole world. Nor in glancing over the history of the past sixty years must we overlook the great improvements which have been effected in the Philippines since they passed from the sovereignty of Spain to the control of the United States of America, the rapid development of the Malay Peninsula under British protection, or the beneficent extension of French influence in Indo-China.

In addition to the difficulties of an international character with which the early colonists of Hongkong had to contend in the transaction of business, they laboured under many other disadvantages happily unknown to the present generation. The Suez Canal had not been cut, and the passage to and from England by sailing ship *via* the Cape was long, tedious, and perilous. The China Sea was still infested with pirates and the dangers of navigation were increased by the absence of lighthouses. The first beacon erected by this Colony was that at Cape d'Aguilar in 1875. There was no telegraphic communication with the outside world until 1869, when the cable service with Shanghai was opened. This was followed by a cable to Saigon and Singapore in 1871, to Manila in 1880, and to Canton in 1882. The inventor—or perfecter—of wireless telegraphy—of which there is now an installation at Stonecutters' Island—had not been born. There was no public sanitation in the Colony and no proper water supply, water being obtained from wells and hill streams. Fever and other deadly diseases levied a heavy toll upon the community. The European death-rate has fallen to less than one-quarter of the figure at which it stood in those days and now compares not unfavourably with that of many cities in England. Public lighting, instead of being carried out by means of electricity and incandescent gas, was dependent upon 300 oil-lamps. Only a very narrow ribbon of level land ran along the foot of the hills facing the harbour, for the area now known as the European business quarter, which is covered with handsome blocks of six-story buildings, has been almost entirely reclaimed since then from the sea. Kowloon was still Chinese, for it was in 1860 that the Peninsula was definitely transferred to the Colony, while the lease of the "New Territory" dates from 1898. It was not until 1898, when the present cable car service was opened, that the Peak district began to be used as a permanent place of residence. The low-level tramway-line which now traverses the entire northern face of the island was completed six years later. The Kowloon-Canton Railway, which will ultimately be linked up with the Trans-Siberian line, is an accomplishment of the present century.

To-day Hongkong is a thriving entrepot of trade and a busy hive of industry. It can claim to be the first port of the world in point of tonnage, and it has recently launched from its shipyards the largest vessel constructed in the Overseas Dominions. Since 1912 it has been a University centre. Its population, which numbered less than 50,000 in 1857, is estimated to-day to exceed 400,000. Its revenue has risen from barely a quarter of a million dollars to over \$13,000,000, and consequently, instead of being in a state of financial dependence upon Great Britain the Colony now remits to London a substantial military contribution, which is expected to amount this year to \$2,701,760, or considerably over £300,000. With the gradual opening up of China we may safely anticipate that the Colony's future will be equally as bright as its past.

The Second Promenade Concert of the Police Reserve will be held in the Botanical Gardens next Saturday evening.

A Chinese girl, aged nine years, accidentally fell into the harbour from Blake Pier on Friday and was drowned. The body was recovered and has been sent to the Public Mortuary.

The 33rd Company from Lyemun took advantage of the ideal weather on Sunday afternoon to make a trip to Clearwater Bay, which proved thoroughly enjoyable. The bathing party were in high spirits, and those who chose to land were quite satisfied with their stroll round the district. Needless to say, there were no absences at tea-time and ample justice was done to the good fare provided. The outings throughout the season have been eagerly participated in, and, in addition to having been a relief from the monotony of garrison duty, have enabled the troops to visit picturesque parts of the Colony to which, in other circumstances, they would have remained entire strangers. As this is likely to be the last outing of the season, a special vote of thanks was passed to the Committee and Subscribers to the Services' Entertainment Fund for their kindness.

## CORRESPONDENCE.

## STREET TRAFFIC IN HONGKONG.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—Notwithstanding the fact that the Press have on many occasions called attention to the seeming want of regulation in this matter, it may still serve some purpose to put the general question before the authorities through the medium of your columns. There are streets in the City that are more congested during certain periods of the day than they ought to be—not because of the amount of traffic but for the want of regulation of it; and it appears to the writer that in parts of the centre of the city where streets are situated between landing stages and main arteries of traffic, which run north and south and serve the upper levels, some attempts should be made, during the busy part of the day, to arrange that the usual rule of the road shall be observed by those handling trucks, guiding motor cars, motor cycles, and rickshaws, and the *coolies* who carry bricks, sand, broken stone, etc.

In connection with the above, two nasty spills have recently taken place in Murray Road, in both of which the brick and stone carriers were distributed over the full length and breadth of the road, thus making wheeled traffic, other than trucks, almost impossible without running more risk than there ought to be.

The "Knight of the Truck" is a law unto himself on the road, and woe to the person on wheels who tries to dispute this point. I have been told that those whose duty it is to look after this class do not get any support from the Magistrates in this matter, even when the charge is one of overloading a truck, a case in which there is no room for doubt.—Yours respectfully,

Hongkong, 29th September, 1917.

## TRAFFIC.

## CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

CANTON, September 30th.

MINISTERS ASSUME OFFICE.  
Various Ministers of the Provisional Government have assumed office at the Generalissimo's request. We hear that Li Lieh-kwan has recently been appointed Chief Adviser.

TUCHUN REACHES WUHOW.  
A message has been received by the Authorities stating that the Tuchun arrived at Wuhow yesterday. He will proceed to the General in a day or two's time.

ADDITIONAL FORTS.  
The Tuchun has ordered additional forts to be built on the White Cloud mountain for the day's defence.

MUNITION-MAKING.  
The ammunition factory is ordered to work day and night, to produce supplies for the expeditionary troops.

THE TUCHUN OF RUPEE.  
An important official reports that the Tuchun of Rupee, Wong Chin-kuen, on learning that he is to be transferred by the Central Government, has sent secretly a representative to General Luk Wing-ling to ask whether he (the Tuchun) should declare independence in order to keep his position.

## COMPANY MEETING.

## DOUGLAS STEAMSHIP CO., LTD.

The thirty-fourth ordinary general meeting of the above Company was held at the offices of the Company on Saturday, Mr. G. W. Barton presided, and there were also present:—The Hon. Mr. C. E. Anton, the Hon. Mr. R. G. Shawan and Mr. A. O. Lang (Consulting Committee), and Messrs. T. F. Hough, G. C. Moxon, W. Logan, H. R. B. Hancock, J. S. Dobie, Chun Kang Yue, Chun Tong, M. A. Razack, and J. E. Games (Secretary).

The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen, The report and accounts having been in your hands for some days, I will, with your permission, take them, as well as the auditors' certificate attached, as read. Though the results of the last year's working have not proved as good as were anticipated at the start of the year, I trust the net profits earned will, under the circumstances, meet with the satisfaction of the shareholders. The falling off in profits is due in a great measure to the comparatively low rates of freight at which the Government have taken over the steamers requisitioned by them for the last months of the year under review, as against the very advantageous terms on which they had been engaged on charters. Several details of the payments under these Government charters are still not definitely settled, but, when they are, we are confident it will place us in a better position than a worse position than allowed for in the estimates we have had to make in the accounts. I trust that the proposed distribution of profits will be approved by shareholders. It seems very necessary to put aside as much as possible to meet contingencies that may arise in these uncertain times, and to keep returns for the next few years on a satisfactory and even keel. Acting in conjunction with other local companies, your Committee agreed to a grant of \$5,000 to the War Charities Fund, and I feel sure shareholders will cordially endorse the making of this gift. You will notice that the item, Bonus to Officers, has very considerably increased. This is due to the fact that, following the lead of other Coastal Lines, we have had to grant a considerable rise in salaries (paying same at the exchange half at 1/6 and half at 2/3) and an increase of bonus to 20 per cent. I feel I would be unwise of me to offer an opinion as to the ultimate results of the present year's working, but I may mention that although our cargo on the coast has been rather smaller in volume, chiefly due to uncertainty in the present Chinese political situation and general unrest occasioned by the War, at present rates of freight, our earnings for the three months of it have been quite satisfactory. I now beg to propose the adoption of the report and accounts, and after this has been seconded, and before putting the motion to the meeting, I shall be glad to answer any questions that shareholders may wish to ask.

Mr. H. R. B. HANCOCK, in seconding the motion, said:—Mr. Chairman and Gentlemen, I have much pleasure, for the second year in succession, in seconding the adoption of the reports and accounts of this Company. We have all listened, I am sure, with interest, to the remarks made by the Chairman, and although the earnings of the Company's steamers, during the year, have fallen to the extent of some \$30,000, I think the result of the year's working may be considered very satisfactory. In view of the fact that the rates earned by the steamers taken over by the Government, as pointed out by the Chairman, are on a very low basis. It is pleasing to know that the estimate with regard to the charter hire of the *Laiyang* and *Hatching* is a conservative one, and I am quite sure that the proposed allocation of the profits will be approved by the shareholders. As I said at the last meeting, I do not think the management can be too generous in the question of writing off and adding to its reserve, and it is indeed satisfactory to note that the reserve of the Company, with the addition of \$3,000 this year, reaches a total of \$230,000, some \$16,000 in advance of the highest point reached before, namely, in 1909. This is a very sound position to be in, and although shareholders would naturally have liked to receive a final dividend on the same basis as last year, I do not think that they will in any way oppose the recommendations of the Board seeing that the policy they have in view is to build up the Company and put it in a strong position to meet any contingencies which may arise in the future. The amount of \$5,000 paid to War Charities Fund I am sure meets with the warm approval of all of us. With regard to the bonus to officers, it is only right, I think, that they should share in the prosperity of the Company, and I feel certain that all shareholders will endorse the increase which has been made. Our Chairman has said that the earnings of the Company for the first three months of this year's working have been quite satisfactory, and I can only express the hope that when we meet together for the purpose of considering this year's accounts, the world-wide war which is now raging will have ended in the complete vindication of right over might, and that, thanks to the conservative policy adopted by our General Managers and Consulting Committee, we shall be in a position to meet any demands which may be made upon us. With these remarks I beg to second the adoption of the report and accounts as presented.

The motion was carried.  
Mr. T. F. HOUGH proposed, and Mr. W. LOGAN seconded, that Messrs. A. R. Lowe and O. Bernard Brown be re-elected auditors for the ensuing year at a remuneration of \$3,000 each, and the motion was carried.  
The CHAIRMAN then announced that dividend warrants were ready and could be had on application on Monday.



# THE WAR.

## AIR RAID ON ENGLAND REPEATED.

LONDON DISTRICTS ATTACKED.

BRITISH ACTIVITY IN THE WEST.

JAPANESE DESTROYERS' RECORD RESCUES.

### Franco-Belgian Front.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]

#### THE VITAL WAR THEATRE.

LONDON, September 29th.  
Reuter's Correspondent at British Headquarters reports:—The chief feature of the week-end has been the renewed efforts of the Germans to retrieve their losses. Our artillery has dealt most successfully with the enemy, and the wastage of enemy manpower upon the Flanders Ridges during the last ten days has proceeded at a rate which is already bearing tangible fruits. The troops which quite lately were identified on the Russian front are now opposite the British. These confessedly regard the circumstance of having been pushed back westward at a time when there was so much talk of a great Russian offensive as auguring ill for German success in the west. This again emphasises that the west is the vital war theatre.

#### BRITISH FRONT.

##### PATROL ENCOUNTERS

LONDON, September 30th.  
Field-Marshal Sir Douglas Haig reports:—We repulsed an attempt to raid two posts on Hill 70, northward of Lens. We captured a few Germans. Two men are missing. We also captured a few prisoners in patrol encounters in the neighbourhood of the Bapaume-Cambrai road.

##### ARTILLERY ACTIVITY.

Our artillery were active on the Ypres front.  
There was considerable artillery firing at points between the Ypres-Comines Canal and St. Julien.

##### AERIAL WARFARE.

Our aeroplanes dropped four tons of bombs on the aerodromes at Gontrode and Carnieres, dumps, and the Neille railway. Another six tons were dropped on similar targets, including the Gontrode aerodrome. Despite a heavy barrage, all our machines returned safely.

During the raids our flyers used their machine-guns with good effect against troops and transport.

We brought down ten enemy machines and drove down four. Three of our machines are missing.

##### "NOTHING TO REPORT."

LONDON, September 29th.  
Field-Marshal Sir Douglas Haig says there is nothing to report except the usual artillery firing.

##### GERMAN REPORT.

A wireless German official report states:—We repulsed English local attacks at Zonnebeke and drove out the enemy from the crater-line on the Ypres-Passchendaele road.

### Italian Front.

EARLIER CABLES.  
[THROUGH REUTER'S AGENCY.]

#### ITALIAN FRONT.

##### ITALIANS RECTIFY LINE.

LONDON, September 29th.  
An Italian official statement says:—We rectified our line between Selladidol and the northern slopes of Monte San Gabriele, and maintained the position, notwithstanding repeated counter-attacks.

We took 224 prisoners.

### Aerial Activities.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]

#### ANOTHER RAID ON ENGLAND SEVERAL ATTACKS ON LONDON.

LONDON, September 30th.  
A British official report states:—Aeroplanes crossed the coasts of Kent and Essex in groups between eight and nine o'clock last evening.

Several attacks were made on London. Bombs were dropped in the North-Eastern and South-Eastern Districts; also at various places in Kent and Essex.

Reports of casualties and damage have not yet been received.

##### DETAILS OF THE LAST RAID.

LONDON, September 29th.  
The Press Bureau reports:—The latest reports indicate that 20 enemy machines participated in last night's raid. The raiders did not penetrate the outer defences of London.

Bombs were dropped at a number of places in Kent, Essex and Suffolk.

There were no casualties, and the damage was insignificant.

One hostile aeroplane was shot down in the Thames estuary and a second enemy machine off the coast.

##### LATER.

The raiders on the south-eastern coast of Suffolk penetrated a few miles inland and bombed a rural district.

So far no damage and no casualties have been reported.

##### GERMAN VERSION.

A wireless German official report states:—Our aviators bombed London and several places on the south coast.

##### BEIRUT HARBOUR BOMBED

LONDON, September 29th.  
The Admiralty announce that Naval aeroplanes on Thursday bombed store-houses on the south-western side of Beirut harbour. Many direct hits were obtained and fires started. All our machines returned.

A cruiser shelled and set fire to store-houses on the mole.

##### GERMAN AEROPLANE LANDS IN HOLLAND.

AMSTERDAM, September 29th.  
A German aeroplane of the newest type, with three machine-guns and six bombs, descended at Sas Van Gent.

One of the three occupants was severely wounded. The others attempted to escape, but were captured.

They will be interned.

AMSTERDAM, September 30th.  
A German biplane descended on Friesland. Its three aviators set it on fire.

##### BOMBING BELGIAN COAST DEPOTS.

LONDON, September 29th.  
The Admiralty announce that Naval aircraft dropped seven tons of explosives on Thursday night on the lock gates at Zeebrugge, and St. Denis Western, aerodromes at Houtave and airship sheds at Gontrode.

All the machines returned safely.

### Africa.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]

#### EAST AFRICA SUCCESS.

LONDON, September 30th.  
An East Africa official report states:—After encountering considerable resistance, our troops occupied Nahungu, south-westward of Kilwa, and captured a gun. We are progressing in the Lukidid Valley.

The Belgians are within seven miles of Mahenge.

### General.

#### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### FALSE TURKISH COMMUNIQUES.

LONDON, September 30th.  
General Maude, replying to the General Staff's enquiry if there was any foundation for the various reports of British reverses appearing in the Turkish communiques, says:—I do not intend to contradict the Turkish communiques. Regularly they are consistently fictitious.

General Maude mentions that regarding the Turkish claim on Wednesday of the complete annihilation of one of our cavalry detachments in the Euphrates region, the actual facts are that three of our troopers were wounded in a patrol brush.

#### ORGANISED MASSACRES OF ARABS.

PEKING, September 29th.  
It is reported from Turkey that Djinn Pasha has organised massacres of Arabs in Syria, recalling the Armenian atrocities.

All the leaders of the Arab national movement have been ordered to be hanged.

#### TIGHTENING THE BLOCKADE.

LONDON, September 30th.  
The tightening of the blockade is indicated by His Majesty the King signing a proclamation prohibiting the export of certain articles to Scandinavia and Holland.

#### JAPANESE DESTROYERS RESCUE 550 PERSONS.

LONDON, September 30th.  
Reuter learns that the Japanese Admiral reports that Japanese destroyers were escorting a liner and transport when the liner was torpedoed. The Japanese produced smoke-screens to protect the liner from further attack, while the others rushed to discover and attack the submarine, the Japanese alternately protecting the liner and firing at the locality of the submarine. They rescued 550 persons from the liner, including women and children, in less than an hour, and brought them and the transport to safety.

#### SPANISH REVOLUTION LEADERS SENTENCED.

MADRID, September 30th.  
The leaders of the abortive revolution in August have been sentenced to penal servitude for life. They include three Socialists.

#### KING OF ITALY ON FRENCH FRONT.

PARIS, September 30th.  
The King of Italy has visited Alsace, Verdun, Reims, and Soissons. His Majesty was accompanied by President Poincaré.

#### ALLIES' FOOD PURCHASES.

PARIS, September 30th.  
In the Chamber, the Minister for Supplies, referring to the food supply, announced that France, Great Britain, the United States and Italy would make purchases on a common account as a single committee.

#### THE SILVER MARKET.

LONDON, September 29th.  
Silver is 49d. The position is unchanged and the market is dull.

LONDON, September 30th.  
Messrs. Montagu's report on the silver market attributes the fall in the price of silver to the few remaining holders realizing the bulk of their stocks owing to high prices and the vague rumours regarding what America will do with its large stock of silver dollars; and, secondly, to the almost complete cessation of the Chinese demand.

#### SLEMP IN AMERICA.

NEW YORK, September 30th.  
Silver slumped seven cents in two days owing to the decreasing coinage demand and the readjustment of its values in such new coin as is being made, and the release of silver from hoarded supplies.

### CHINESE MINISTER TO AUSTRIA.

AMSTERDAM, September 30th.  
The Chinese Minister and Legation staff have left Vienna for Denmark, via Berlin.

### ENEMY SUBMARINE HUNTING DIVERSITY OF METHODS AND RESULTS.

LONDON, September 29th.  
The following authoritative instances of successful encounters with enemy submarines illustrate the diversity of methods employed, to deal with them.

The first instance cited is that of a torpedo-boat which sighted the periscope of a submarine on her starboard bow, 600 yards away. The Captain swung his ship round until the periscope was on his port bow, travelling slowly in the opposite direction. The periscope disappeared when about 50 yards from the torpedo-boat, which altered her course so as to pass directly over the submarine. The impact of the collision was felt, and afterwards two explosive charges were dropped in quick succession. Subsequently large patches of oil were seen on the surface and mine-sweepers reported an obstruction at the bottom of the sea at this place.

The second instance is that of a torpedo-boat patrolling in the Atlantic. She observed a steamer being sunk, and she circled round in the vicinity searching for the submarine. She soon sighted a white patch on the water right ahead. The torpedo-boat made straight for the spot, actually grazing the submarine. An explosive charge was dropped as the submarine passed under the stern, and second and third charges were detonated at the place where oil and air bubbles were coming to the surface, and the air was heavy with the smell of gasoline. Subsequently mine-sweepers confirmed the presence of a heavy obstruction at the bottom.

### SUBMARINE TORPEDOES SUBMARINE.

No shadow of doubt is, fortunately, possible regarding the fate of a submarine recently torpedoed by a British submarine.

A British submarine while patrolling sighted an enemy submarine. Both boats were on the surface in a heavy sea. The British boat dived, and a quarter of an hour later picked up the enemy's periscope. She fired, estimating the range at 800 yards, and a minute after heard the concussion of a violent explosion. She then rose to the surface and sighted a patch of oil, with survivors swimming in it. These were made prisoners. They stated that the torpedo struck them just before the conning-tower. The submarine rolled over and sank. The survivors were blown up through the conning-tower.

### GERMANY'S REPLY TO PAPAL NOTE.

ROME, September 29th.  
The Vatican denies that it has received a separate German Note regarding the restoration of Belgium on certain conditions.

According to reliable information from the Vatican, the Holy See asked Berlin to explain why the German reply to the Papal Note did not contain any allusion to Belgium and the occupied French territory.

Germany replied that acceptance of the proposals of the Pope concerning the evacuation of occupied territories was implied in the decision of the Reichstag regarding annexations, to which the German Government still adhered.

### COPENHAGEN, September 29th.

Dr. Michaelis, in the course of his speech, stated that the attitude of the German Government regarding its war aims was clearly expressed in his reply to the Papal Note. He declared that the statement that Germany had already communicated with an enemy Government and had, in advance, renounced the occupied territory, was untrue. Germany had free hands for eventual peace negotiations. This also referred to Belgium.

### AMERICA AND THE WAR.

#### THE INDUSTRIAL WORKERS OF THE WORLD.

WASHINGTON, September 29th.  
One hundred and fifty indictments have been found by a Federal Grand Jury in Chicago investigating the activities of the Industrial Workers of the World.

Over a ton of documents were seized in a recent raid on the headquarters of various pro-German organisations masquerading as Socialists, including letters and cheques, showing that German money had been plentifully supplied.

The bulk of the members of the organisation are Austrians who have been hitherto unrestrained, because the United States has not declared war against Austria.

It is stated that the evidence shows the existence of a wide conspiracy to hamper the Government by organising anti-military demonstrations, strikes, and the burning of forests and wheat fields.

#### AFFAIRS IN RUSSIA.

##### THE DEMOCRATIC CONFERENCE.

PEKING, September 29th.  
The Minimalist and Revolution Socialists at the democratic Conference voted in favour of a Coalition Cabinet, including representatives of the bourgeoisie, but excluding Constitutional Democrats.

##### MOSCOW AND THE CABINET.

M. Kerensky conferred with the representatives of Moscow commerce and industry regarding their entry into the Cabinet. They stipulated that the Cabinet must be wholly non-partisan.

##### THE MAXIMALIST LEADER.

The Maximalists decided not to permit their leader, Lenin, to appear at the Conference as the Government refused to guarantee his inviolability outside it.

#### DELIBERATE DESTRUCTION OF "PORT KEMBLA."

WELLINGTON, September 29th.  
A Court of Enquiry into the sinking of the s.s. Port Kembra (sailed on 9th September) has found that the explosion aboard was due to the placing of high explosives in the lower forehold, with the deliberate intention of destroying the vessel and crew.

#### BRITISH SEAMEN AND THE GERMANS.

##### BOYCOTT AFTER THE WAR RECOMMENDED.

LONDON, September 29th.  
A demonstration at the Albert Hall, organised by the Seamen's and Firemen's Union, passed a resolution recommending that the citizens of the Empire be informed after the war to employ Germans, purchase or use German goods, and that all master mariners should refuse to salute the German flag. The boycott may be mitigated if the German people establish Parliamentary control over the Kaiser and the Government.

The meeting resolved to form a Merchant Seamen's League to boycott Germans after the war.

#### ARGENTINA AND GERMANY.

BUENOS AIRES, September 29th.  
Despite the practically unanimous opinion in the Chamber and with the public in favour of a rupture with Germany, it is said that the President decided against it.

The strike has been made worse by the bakers and tax-drivers joining in.

#### PRESIDENT WILSON WOULD LIKE TO BE IN THE TRENCHES.

PRESIDENT WILSON recently headed a great parade, including members of Congress, high officials, soldiers, marines and Civil War and other veterans, as a tribute to the recruits of the New Army.

President Wilson, in a message to the United States Congress, said: "I envy the men across the sea. I should like to be on the field and in the trenches, where the real final battle for the independence of the United States will be fought, alongside the other peoples of the world, struggling like ourselves to make an end of those things which are threatening the integrity of their territory and their lives and the very character and independence of their Government."

### CHINESE TELEGRAMS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."] NATIONAL COUNCIL TO BE CONVENED.

PEKING, September 30th.  
A Mandate announces that the National Council will be convened within a month, followed as soon as possible by the convocation of Parliament.

The Council's duty will be that of revising and passing the Election Laws, the Mandate stating that the former laws are impracticable. All other legislative duties are to await the election of a formal Parliament. The importance of a representative legislature is emphasized.

#### CANTON LEADERS TO BE ARRESTED.

Sun Yat-sen, Wu Ching-lien and other Canton leaders are ordered to be arrested and punished.

#### PASSPORTS.

It is notified in the Gazette, for general information, that persons travelling to or through Norway should be provided with passports issued by the Norwegian Legation or Norwegian Consul en carrière for the district in which the passport had been issued or by other Norwegian Consul authorised by the Foreign Office to do so.

It is also notified that aliens travelling to or through Denmark should be provided with passports. The passport should contain the full name and description of the holder, his profession, of which country he is a citizen, his domicile, the purpose of his journey and the probable duration of his stay in the country. The passport should further contain photo and specimen signature of the holder both certified by the authority who issued the passport.

#### RUSSIAN AMAZONS' HEROISM.

Mr. W. G. Shepherd, Petrograd correspondent of the United States of America, sent the following message on July 31st:—

On Saturday evening, lying side by side in beds in the town hospital, were five girls of the Legion of Death. They were suffering from shell-shock, all paralysed in various parts of their bodies.

One peasant girl had a German helmet beside her. "I saw a German in front of me," she told me, "and I stabbed him with my bayonet and pulled the trigger at the same time. I killed him, and took his hat as a souvenir." She smiled delightedly.

"What did the battle look like?" said another girl. "It was very nervous work just before we charged. I knew the order to charge was coming, and I think I got a little frightened, but as soon as the order came I forgot everything and ran forward and heard lots of girls yelling and shouting to advance. None of us were afraid when we started shooting.

"Terrible big shells were breaking all around. The first dead man I saw frightened me a little, but we had to jump over corpses, and soon forgot them."

I talked to a third girl, who described the taking of German prisoners. "We could not tell what was going on anywhere," she said, "Mme. Botchkareva was everywhere among us, calling upon us to fight, to die like Russian soldiers."

LENA'S SELF-SACRIFICE.  
"Suddenly we saw a bunch of Germans right ahead of us. Then they were in our midst, or we were all around them. They threw down their rifles, lifting up their hands. They were terribly frightened. 'Good God, women!' they exclaimed."

Another girl said the German wounded raised themselves on their elbows, shooting at them. "We forgot ourselves entirely, we were not ourselves. We were Russia fighting for her life."

The loss of Lena, a most popular member of the company, was keenly felt. During the battle she heard Mme. Botchkareva had been killed, and she dashed forward, saying, "I am going to find her." She went across a space where shells were flying. A big shell blew her to fragments.

Sonia Romanoff, a concert singer, was killed by machine-gun fire. The exact death list is not yet published. It appears that at least a dozen big shells fell among the girls, killing perhaps a dozen and wounding 25 before they captured the prisoners.

GERMAN WOMEN FIGHTING ALSO.  
Five of the captured Germans were women in men's uniforms. The number of women in all armies of the Eastern front is believed to be growing to large proportions.

Mrs. Pankhurst declared to me that Russian women are stepping into the breach, as they always do whenever men need them. Professor Ross says that women fighting constitutes a menace to what remains of civilization.

Huge crowds daily surrounded the Engineers' School, where a thousand more girls are drilling in preparation to go to the front. Moscow has a thousand girl soldiers. Kiev and Odessa smaller bands. Kerensky authorizes the formation of girl marines, promising a ship to them. Girl soldiers in streets are common in Petrograd, and pass unnoticed.

The heroines' arrival to-day was kept secret, but the newspapers carry pictures and stories. The girls make no attempt at decorations of any sort. They have shaved their heads and wear ugly boots. Every girl carries a ration of cyanide of potassium in case of capture.



## CUTLER PALMER &amp; CO'S.



\$28 per case.

SOLE AGENTS IN HONGKONG AND SOUTH CHINA.

LANE, CRAWFORD &amp; CO., and from ALL WINE MERCHANTS.

132

## "ASAHI BEER."



SOLE AGENTS: MITSU BUSSAN KAISHA. TEL. NO. 230 or 155.

RIDE A

B.S.A. BICYCLE

"PERFECT IN EVERY PART."



Manufactured throughout by The Birmingham Small Arms Co. Ltd. Birmingham, Eng. Makers of B.S.A. MOTOR BICYCLES.

1018

## WEATHER REPORT.

September 30th, 1917. Warning to Hongkong, Coast, Porto and Manila, etc. Typhoon in Lat. 15 deg. N. Long. 109 deg. E. moving W. 13 to 20 miles per hour.

September 30th, at 10.55. No returns from Japan and continental stations north of Fochow. Pressure has decreased slightly at Tournay, and increased slightly at moderately elsewhere. The southern typhoon has entered the Annam Coast and is filling up to the south-west of Tournay; the position of the northern typhoon is uncertain owing to lack of telegraphic returns; it is probably situated near the south of Kiebin.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.18 inch. Total since last January, 75.69 inches, against an average of 75.39 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	E. winds, fresh, fine.
Formosa Channel	N.E. winds, fresh.
South Coast of China between (The same as Hongkong and Lamoo)	No. 1.
South Coast of China between (The same as Hongkong and Hainan)	No. 1.

## HONGKONG'S STORM SIGNALS. A NEW CODE.

New local and non-local storm signals codes will be introduced at Hongkong on July 1st, in place of the old Local Code and the China Coast Code.

The principal change in the Local Code is that the new signals will show the direction from which the gale is expected, whereas the old signals showed the position of the typhoon. The latter will be indicated, as heretofore, by the non-local signals. The new Local Code is given below:

SIGNAL	MEANING.
1.—Red cone.	A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2.—Black cone.	Gale expected from the North (N.W. to N.E.).
3.—Black cone inverted.	Gale expected from the South (S.E. to S.W.).
4.—Black drum.	Gale expected from the East (N.E. to S.E.).
5.—Black ball.	Gale expected from the West (N.W. to S.W.).
6.—Double cone.	Gale expected to increase.
7.—Black cross.	Wind of typhoon force expected (any direction).

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Water Police Station and repeated at the Harbour Office.

The signals will be lowered when it is considered that all danger is over.

The Day Signals will be displayed at the masthead of the storm signal mast on Blackhead Hill, the Harbour Office, H.M.S. Tamar, Green Island signal mast, the flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, the flagstaff on the premises of the Standard Oil Company at Laichikok, and the flagstaff near the Field Officer's Quarters at Lyemam.

NIGHT SIGNALS. (Lamps).

1.—White-white-white.
2.—White-green-green.
3.—Green-white-white.
4.—Green-green-white.
5.—White-white-green.
6.—Green-white-green.
7.—Red-green-red.

The Night Signals will be displayed, at sunset, on the tower of the Railway Station, on H.M.S. Tamar, and on the Harbour Office flagstaff. They will have the same signification as the day signals.

Signal No. 7 will be accompanied by explosive bombs as above, in the event of the information conveyed by this signal being first published at night.

## SUPPLEMENTARY WARNING.

When local signals are displayed in the Harbour a Cone will be exhibited at the following stations:—Gap Rock, Waglan, Stanley, Aberdeen, San Ki Wan, Sai Kung, She Tan Kok and Tai Po, to notify the fact to native craft and passing ocean vessels.

Further details can always be given to ocean vessels, on demand, by signal from lighthouses.

The object of the code is to give at least 24 hours' warning of a gale (Force 6 by Beaufort Scale, or 40-45 m.p.h., mean velocity by Dines Anemometer) and also warnings of expected changes in the direction and force of the wind. Owing, however, to the uncertain movements of typhoons and to insufficient telegraphic observations, it will occasionally happen that signals 2 to 6 may be displayed without a gale occurring at Hongkong, or even Gap Rock, but the reverse is not likely to happen, except in the case of typhoons forming in the vicinity, and travelling rapidly towards Hongkong, or of a localized typhoon increasing its rate of progression abnormally.

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal.

In the new non-Local Code the approximate velocity of the storm centre will be shown, in addition to its direction of motion, and the position of the centre will be given in degrees of latitude and longitude. The time at which the warning was issued will also be shown.

## THE WAR.

(Continued from page 5.)

## Franco-Belgian Front.

(THROUGH REUTER'S AGENCY.)

## BRITISH FRONT.

## ENEMY COUNTER-ATTACK.

LONDON, September 28th.

Field-Marshal Sir Douglas Haig reports:—We broke up a hostile counter-attack last evening against positions at Zonnebeke and cleared up isolated strong points south of Tower Hamlets and south of Polygon Wood.

We successfully raided to the south-west of Cherisy.

There is considerable hostile artillery fire to the south of Lens.

## GERMAN REPORT.

A German wireless official message states:—We repulsed, after hand-to-hand fighting, attacks north-east of Frezenberg and the Meunin road. The enemy still occupies the crater positions on our front line on the Ypres-Passechendale road.

## GOOD WORK BY BRITISH AIRMEN.

LONDON, September 29th.

Field-Marshal Sir Douglas Haig reports:—There has been no further counter-attack and the infantry encounters have been confined to patrols. We took 100 prisoners. A strong enemy party attempted to approach our lines early this morning eastward of Polygon Wood, but was caught by artillery, rifle and machine-gun fire. Many were killed and the survivors captured.

A British light machine-gun team at night time surprised a machine-gun detachment and killed or made prisoners the majority and captured the machine-gun. Our artillery was active in the battle area. Bodies of infantry were shelled with effect. Our airmen yesterday bombed aerodromes at Courieres, St. Denis-Western, Gontrode, and 60 tons of bombs were dropped at night time on Gontrode aerodrome, with good results, also on railway stations at Rumbeke, Menin, Weweghem and Ledeghem. German troops and transport were successfully attacked by machine-guns at a low altitude. Seven German machines were brought down.

One of ours is missing.

## FRENCH FRONT.

## INTERMITTENT ARTILLERY.

PARIS, September 28th.

A communiqué states:—There is intermittent artillery firing on the greater part of the front, but it is most marked south of Ailles and north of Douaumont.

A communiqué states:—The enemy attacked three times at Four-de-Paris, north-west of Tature, and west of Navarin, in Argonne. Our gun and rifle fire prevented him reaching our lines. The enemy sustained heavy losses.

Our air squadron heavily bombed aerodromes, railway station and cantonments. All our objectives were attained.

## THE BRITISH SUCCESS IN FLANDERS.

## MODESTY OF GALLANT SCOTS.

LONDON, September 28th.

Reuter's Correspondent at the British Headquarters, continuing his story of the latest British success, says:—The London Regiment suffered the heaviest attack of the day, when yesterday, at noon, they were temporarily driven out of a couple of points on the left, one of which they retook with supports. Our batteries were magnificent, whereas the enemy's started late and were comparatively ineffective.

Details of the fine stand made by two companies of the Argyll Highlanders show that they were filling a gap in the line during the course of the big German counter-attack on Tuesday. Storm troops and line infantry of at least four divisions were employed, and when they bent back our line the Argylls were left well in the open, smothered by German shells and cut off by our own barrage. Doggedly the gallant Scots stuck to their position, but they seem surprised at the suggestion that they had done anything uncommon. They could see how the front of both flanks had been pushed well back by the weight of German numbers, and might have judged that it would be impossible

for supports to reach them, although the Commander, with another company battalion lying close up to the barrage, were awaiting an opportunity to penetrate. The Argylls, on their flank, behaved wonderfully, deploying and throwing back the waves methodically in order to restore the temporarily displaced line, and before the brilliant counter-attack, launched in the afternoon, the Australians repaired the break.

Although this counter-attack was splendidly successful, the proportion of superiority over the enemy on the former front was not entirely reached, and by nightfall the Argylls were still in the open. They might have withdrawn in the darkness, but they had been told to hold the position and they meant to do so. When, in the morning, the whole line advanced, there were the valiant Scots in their place. The battalion boasts that despite attacks they have not lost a prisoner.

German prisoners amply testify to the disorganisation of their reserves as a result of our air-spotting and artillery firing. The men's spirits are amazing, because they know, as they never knew before, that they can drive the Huns and that the Huns cannot come back.

## Aerial Activities.

(THROUGH REUTER'S AGENCY.)

## GERMAN "GOTHAS" BOMBED.

LONDON, September 28th.

The Admiralty announces:—Naval aeroplanes to-day bombed St. Denis-Western aerodrome, also the sheds and fifteen Gotha machines lined up at the aerodrome.

A direct hit was observed on the latter. All our machines returned safely.

The "Gothas" bombed at St. Denis-Western are believed to have been about to raid England.

## LT. GUYNEMER'S DEATH.

LONDON, September 29th.

The Cologne Gazette says that Lieut. Gynemer was killed on Sept. 11th, near Poelcapelle. A German sergeant found a single-leaf with a wing broken and the pilot dead with a bullet in the head. The identity disc was that of Gynemer.

## ANOTHER AIR RAID ON ENGLAND.

## SEVERAL COUNTRIES VISITED.

LONDON, September 29th.

German aeroplanes crossed the south-east coast, but were beaten off by gunfire shortly after warning in the Thames estuary.

A British official message states:—Aeroplanes attacked the south-east coast in the evening and were repulsed at various points along the coast of Suffolk, Essex and Kent. The majority did not venture far inland; a few headed toward London but failed to reach the metropolis. Bombs were dropped in Suffolk, Essex and Kent.

Reports of the casualties and damage have not yet been received.

## Russian Front.

(THROUGH REUTER'S AGENCY.)

## RUSSIAN FRONT.

## GERMAN OFFENSIVE IMMINENT.

PETROGRAD, September 28th.

A German offensive is preparing in the Drinsk region.

## Italian Front.

(THROUGH REUTER'S AGENCY.)

## ITALIAN FRONT.

## ENEMY SUBMARINE BASE BOMBARDED.

LONDON, September 28th.

An Italian official message says:—Our airmen, interrupting rail traffic in the Biazza Valley, caused the destruction of rail plant at Polberba.

Our bombing squadron reached Pola and effectively bombarded the arsenal and also a submarine base at Olivi Reef, dropping three tons of bombs.

## Naval Activities.

(THROUGH REUTER'S AGENCY.)

## RUSSIAN DESTROYER SUNK.

LONDON, September 28th.

A Russian wireless official message states:—An enemy mine sank a Russian destroyer off Oesel Island.

Eleven of the crew were saved.

## General.

(THROUGH REUTER'S AGENCY.)

## GERMANY AND PEACE.

AMSTERDAM, September 28th.

There is a remarkable article in the *Tageblatt*, maintaining that the Reichstag must insist on its peace resolution, but that the German people must have a say in the forming of peace conditions if it is to be lasting. There can be no new Europe until there is a new Germany.

## GERMAN CHANCELLOR'S VIEW.

AMSTERDAM, September 28th.

Dr. Michaelis has declared that Germany's relations with neutrals were satisfactory and not disturbed by the exertions of the enemy Press. Germany would continue to participate in the provisioning of neutrals. He enlarged upon the economic and financial difficulties of France and Italy as the inexorable effect of subordination. It was only the hope of dissonance in Germany that caused British statesmen to adhere to their impossible war aims. He affirmed that the United States was endeavouring to create a war enthusiasm by unparalleled terrorism. "We await with confidence and calm the military exertions of the United States."

He said the German reply to the Papal Note had obviously embarrassed the majority of their enemies. "I must at present decline to specify our war aims and bind the hands of our negotiators." It was difficult to understand how anyone acquainted with international usages could expect Germany to bind herself to a solution prejudicial to her interests. The Chancellor, attacking President Wilson's reply to the Pope, said the attempt to sow dissension between the people and the Government of Germany had no prospect of success. The attempt had the opposite effect, and had bound all Germans more firmly in their resolve to oppose foreign interference.

## AUSTRIA AND PEACE.

ZURICH, September 28th.

The German Liberal Party in the Austrian Reichsrath have introduced a resolution in favour of the formation of a Committee of fifty-two to discuss how the Austrian Parliament can most quickly promote the conclusion of peace.

## WHEN THE WAR WILL END.

LONDON, September 28th.

Speaking at an American luncheon, given in his honour at the Savoy Hotel, with Dr. Page, the American Ambassador, presiding, Lord Milner declared that he believed that we were approaching nearer our goal, namely, the creation of better conditions. (Cheers.) The prospect of an almost universal ostracism was beginning to weigh on the minds of the Germans; it was certainly beginning to depress their confederates. Doubtless that was the reason why a new pan-German party had arisen to strengthen the waning influence of the junkers and to preach the doctrine that might is right in its most aggressive and repulsive form. Lord Milner emphasised that until such doctrines were abandoned there could be no peace for Germany, no prospect of future prosperity, and no chance of redeeming the place she had lost among the nations. (Cheers.) The conflict between naked and unashamed aggressiveness, unbridled lust for power in a single nation, however, strong and well organised, and the awakening sense and conscience of all the rest of mankind could only result in one end. The war aim of Great Britain and America was that the treatment Germany meted out to Belgium should be impossible in future. (Loud cheers.)

## AMERICA AND THE WAR.

## REQUISITIONING AMERICAN SHIPS.

WASHINGTON, September 28th.

The Shipping Board announces that every American merchantman over 2,500 tons deadweight capacity available for overseas service will be requisitioned on October 15th at rates considerably below the present rates charged by American vessels for carrying Government supplies.

## NEW LIBERTY LOAN.

WASHINGTON, September 28th.

Mr. McAdoo announces the second Liberty Loan of three billion dollars at four per cent, maturing in fifteen years and redeemable at the option of the Treasury in ten years. It will be offered to the public on October 1st.

## AFFAIRS IN RUSSIA.

## ALL-RUSSIA DEMOCRATIC CONFERENCE.

PETROGRAD, September 28th.

The All-Russia Democratic Conference has opened. Twelve hundred delegates, including all the Provisional Ministers, were present, headed by M. Kerensky.

Several diplomats were among the spectators.

M. Teichidze, inaugurating the Conference, said that the reason for the Conference was the grave condition of the country.

M. Avsenkhoff said that the time had come for democracy to collect its forces and prevent an irreparable catastrophe.

EXPLANATIONS BY M. KERENSKY. PETROGRAD, September 28th.

At the Conference, M. Kerensky, who was received with prolonged applause from the majority, dealt with General Korniloff, and said that from the time of the latter's appointment the Government had received, repeatedly, ultimatums from Headquarters. The Government realised that events in Galicia necessitated fresh efforts to remedy the disorganisation in the army, but M. Kerensky said he had his own plans, differing from those of Headquarters. There was a lengthy fight between the two systems, Headquarters taking advantage of every misfortune to send another ultimatum to Petrograd, culminating in the threat to wreck the Moscow Conference if it was not accepted. The Government rejected, and after the Riga disaster the demands were more pronounced than ever.

## RUSSIA'S POLICY.

M. Terechenko is temporarily carrying on and has made a statement urging that henceforth Russia's policy should not be a policy of paradoxes as in the last few months. "Acting on behalf of peace we have created war-lengthening conditions, and in seeking to reduce the war's victims we have made bloodshed more terrible. In labouring for a democratic peace we have brought a German triumph nearer. We must unite in a national policy."

## LENIN IN PETROGRAD.

LONDON, September 28th.

It is reported that M. Lenin has arrived in Petrograd. Orders have been issued for his arrest, but he must not be arrested if he appears at the Conference.

## ESPIONAGE.

PETROGRAD, September 28th.

Seventeen Germans and Swedes connected with a German military espionage organisation have been arrested.

## IMPORTANT RESIGNATIONS.

M. Kerensky has resigned from the Bureau of the Soldiers' and Workmen's Delegates.

M. Terechenko has resigned in consequence of revolutionary attacks. Thus the Cabinet is now exclusively Socialist.

Other members of the Bureau have resigned owing to a Maximilian vote of non-confidence.

## DESTRUCTION OF GERMAN MUNITION WORKS.

LONDON, September 28th.

A fire has completely destroyed a large German munition works at Emmshoven, near Constant.

## RISE IN BRITISH WAR STOCK.

LONDON, September 28th.

A feature of the Stock Exchange is the rise of three points in the Four-and-a-half per cent. War Loan to 100; on holders' right to convert par for par into National War Bonds.

## VENIZELLOS RESIGNS WAR MINISTRY.

ATHENS, September 28th.

M. Venizelos has given up the War Ministry, which he has offered to General Danglis.

## AUSTRALIAN AFFAIRS.

## REPATRIATION OF DISCHARGED SOLDIERS.

MELBOURNE, September 28th.

The House of Representatives has finally passed the Bill for the Repatriation of Discharged Australian Soldiers.

## CONSCRIPTION.

In the House of Representatives, Mr. Hughes positively assured Mr. Tudor that the Government did not intend to bring in conscription by regulation.

## THE LOSS OF THE "PORT KEMBLA."

MELBOURNE, September 28th.

Mr. Hughes stated that the Government had decided to offer a reward of £5,000 for information regarding the loss of the steamer *Port Kembla*, mentioned on September 28th, and that steps were being taken with a view to preventing a recurrence of these disasters.

Evidence at the magisterial enquiry has upheld the contention that the explosion on the *Port Kembla* was internal.

## LABOUR TROUBLES IN ARGENTINA.

## GOVERNMENT ACTION.

BUENOS AIRES, September 28th.

All attempts by the Government to settle the strike have failed. The Government has given the strikers twelve hours to reach an agreement, otherwise traffic will be resumed under military protection. Agitators are inciting dock labourers to strike.

## THE SILVER MARKET.

LONDON, September 27th.

Silver is quoted at 51½. There are increased offerings, and weakness in China.

## OBITUARY.

M. DEGAS.

PARIS, September 28th.

The death of the great painter M. Degas is announced.



## NAVAL GRIEVANCES. LOWER DECK ASK FOR INCREASED PAY. ENTRY OF CIVILIANS.

In the hope of removing the causes of a number of complaints from the lower deck of the Navy, a committee has been formed, which has drawn up the following appeal to the Government:

**IN H.M. NAVY.**  
Since the outbreak of hostilities no appeal has been made on behalf of the lower deck ratings of H.M. Navy. This has been due solely to loyalty to King and country of the men of this branch of H.M. service, coupled with the traditions inherent in the great service to which they belong.

From the treatment meted out to the active service personnel of H.M. Navy, it is regretfully observed that the quietest state noted above has evidently been misunderstood by those in authority, and the lower deck feel the moment has now arrived when, with undiminished loyalty, the grievances under which they suffer must be placed before Parliament and the nation. It is felt, having regard to the great service performed by the Navy in guarding the country during the war, that the country will see that the injustices complained of shall be redressed, and that the men of the lower deck shall no longer suffer in the manner in which they are held back from positions to which they might rightly, and with profit to the country, aspire.

The following injustices exist and require to be immediately redressed. We therefore ask that—

(1)—The pay of all ratings be increased as follows:—

1s. per day to men holding the rating of 1st class, and above that of leading seamen, and per day to men holding a rating below that of leading seamen, 6d. per day to boys.

(2)—The entry of civilians in ranks and higher ratings to be stopped immediately, and opportunity given to active service men serving to fill future vacancies, the civilians, if required, being offered in lower ratings. The following are the classes referred to:—

Sub-lieutenants and lieutenants, R.N.V.R.  
Wireless telegraphy operators as C.P.O.s and warrant officers.  
Physical training instructors as C.P.O.s, R.N.V.R.  
Auxiliary Sick Berth Reserve ratings entered in higher ratings and paid at higher rates than pay in all ratings than active service men.  
Assistant paymasters, R.N.R. and R.N.V.R.  
Police constables as ship's corporals.

(3)—Hospital stoppages to be abolished.  
(4)—The payment of pensions to be made to men who have completed their time since 2nd August, 1914, with retrospective effect.

(5)—The present basis of a long-service pension (viz., 10d. per day) to be abolished, and that in lieu thereof there be substituted a pension of 1d. per day for each complete year's service, the regulation which now prevents a man from receiving more than a maximum of 1s. 2d. per day for service, badge, character, and medal being at the time cancelled.

**EXPLANATORY NOTES.**

**PAY.**  
The pay of the Navy was partly revised in December, 1912, when the average amount then conceded was 4d. per diem, but even in this paltry rise able seamen (with less than six years' service), ordinary seamen, and boys, did not participate.

It is obvious, since the regulation which now prevents a man from receiving more than a maximum of 1s. 2d. per day for service, badge, character, and medal being at the time cancelled, that the pay of naval ratings, always at a low figure, is now, more than ever, inadequate. The high price of food means that the seamen's diet are called upon to contribute in a much higher degree to the expenses of their mess, and the issuing prices of clothing have also been considerably enhanced since 1912. The pay of an able seaman is 1s. 8d. per day, and if he is also a seaman gunner he receives 3d. per day in addition, a total of 1s. 11d. on which to clothe and partly feed himself.

The case of the able seaman is cited merely as an example of the small rate of pay which is doled out in a more or less degree to all the various grades of lower-deck ratings.

**ENTRY OF CIVILIANS IN RANKS AND HIGHER RATINGS.**

The danger of the entry of civilians in ranks and higher ratings for which they have no qualifications and are entirely unfitted in H.M. Navy must be obvious. Years of discipline and training are essential, and an officer cannot become efficient in a few years, much less in a few weeks or months. The petty officer ranks of the Navy team with men admirably fitted for commissions rank or higher ratings. These petty officers have the deep mortification of seeing civilians placed in positions above them, and whom, in many instances, they (the officers) have to instruct or train in their duties. A bitter feeling has in consequence been engendered, and for the good of the country and service, and in justice to men who have loyally given their whole lives to the Navy, the cause of this feeling should be removed at once.

The public will understand the state of chaos which would obtain if business men conducted their business in like manner—but it is not now a question of business, it is much more the successful prosecution of the war, hence the Admiralty statement that these commissions will in many cases lapse after the war is of scant moment—efficiency should, and ought to be, the keyword and watchword now.

**HOSPITAL STOPPAGES.**  
Men and boys below the rank of warrant officer when sent to a home hospital have stopped out of their pay after 30 days:—

(1)—In the case of men, 10d. a day if their pay is not less than 1s. 7d. a day, and 8d. if it is.

(2)—In the case of boys, 4d. a day.

(3)—In the case of Marines, 7d. a day. If they remain in hospital 91 days their pay is entirely stopped, and the time so spent (i.e., for 91 days) is forfeited for purposes of pension, badge, etc. If they are invalided and return to active life they must pay up arrears of Health Insurance to become entitled to benefit. The only exception to this practice is in the case of a man who receives what is

(Continued on foot of next column.)

## A MILLION NEW HOUSES. LABOUR PROGRAMME TO COST £250,000,000.

A striking statement on the housing problem as affected by the war has been drawn up by the Joint Committee on Labour Problems after the War, which consists of representatives of the Parliamentary Committee of the Trade Union Congress, the Executive Committee of the Labour Party, the Management Committee of the General Federation of Trade Unions, and the War Emergency Workers' National Committee.

On no subject—not even that of demobilization—is it so urgent (the Joint Committee say) that Parliament and the Government should come to a decision of policy as on housing. Many months must necessarily elapse between the decision to provide dwellings and the entry of the families into the new houses; the matter is, therefore, emphatically one which the War Cabinet should tackle in the next few weeks. Overcrowding has not been lessened by the absence of millions of men in the Navy and Army, for since 1907 the speculative builder has gradually given up the building of working-class cottages, and during the past three years all such building (except in a few munition areas) has been prohibited. The committee estimate that at least 1,000,000 new houses, to be let at not more than a few shillings a week, will be urgently required when the war ends, and that only by having them ready for occupation will it be possible to prevent a heavy rise in rents as soon as the Restriction of Rent and Mortgage Act expires. The cost of the 1,000,000 new houses is estimated at £250,000,000—a burden which no one but the municipalities and the Government can possibly shoulder. The committee, therefore, make the following suggestions:—

The Government should promptly inform all local authorities that 1,000,000 new dwellings must be built, and that each local authority should be required to decide within a month, whether or not it will undertake to build its quota, with the aid of a free grant from the Government.

The land should be secured at once (or a legal option obtainable), under the summary process of the Defence of the Realm Act, or some equally speedy procedure, and the plans should also be prepared and approved in advance.

Priority should be given for four years to the new houses in regard to building materials and the erection of "luxury" buildings should be suspended.

The new dwellings should be begun everywhere the day after peace is declared and should be proceeded with in proportion as the supply of building trades workmen increases with demobilization.

If a local authority refuses to build its quota, the Local Government Board should undertake the work, placing it under the supervision of a local committee on which labour is represented.

As to the cost of this programme, the Committee estimate that if the Government lend the whole capital free of interest the charge on the Exchequer in the first year (assuming that the Government borrow at 5 per cent.) would be £12,500,000. If the Government make a free grant on the scale adopted in the munition areas, allowing just sufficient to enable the local authorities to avoid any charge on the rates, while fixing rents not exceeding those paid hitherto, the total cost to the State would be £50,000,000—less than ten days' cost of the war.

known as a "hurt certificate." These stoppages apply only to lower deck ratings—officers, who if anything are better able to meet such mulets, are not subject to hospital stoppages. The distinction is hard, if not impossible, to understand, and it is incumbent upon the authorities to uphold the honour of the country by abolishing these iniquitous and unjust stoppages immediately.

**PENSIONS TO MEN WHO HAVE BECOME ENTITLED TO SAME SINCE AUG. 2ND, 1914.**

Since the outbreak of war over 4,000 (and this number increases daily) petty officers and men have completed 22 years' service, which is the period they "earned" to serve to earn a long service pension. They are entitled to pensions varying from £18 to £90 per annum, but in lieu thereof they receive 2d. a day. The Admiralty saves at least £150,000 annually by this extortion, and that at the expense of the women and children of the men who are risking their lives for their country. The men who were fortunate enough to complete their 22 years before August 2nd, 1914, and who are now serving, draw both pay and pension. The law of England surely requires that in an "engagement" both sides shall be required to keep its compact, and unless such "engagements" are to come under the category of a "scrap of paper" the Admiralty should be compelled to fulfil their obligations.

**BASIS OF LONG SERVICE PENSIONS.**

The present basis of a service pension (viz., 10d. per day) was fixed a great many years ago, when the period of service required to entitle a man to a long service pension was 20 years. On January 1st, 1915, this period of service was increased to 22 years, but the basis of the pension still remains unaltered.

The regulation fixing a maximum pension of 1/8 a day for service, badge, character, and medal, means in effect that not a single farthing for "service" is added to the pensions of men in respect of any additional time served after completing 22 years, either during the present war or at any other time, provided such men by their good conduct have already earned the 1/8. The only additions that are made in such circumstances are for what is known as "petty time," i.e., time served as petty officer, etc. The concessions asked for will give a basic pension of 11d. (i.e., 22 years at 1d.), and in the case of men who are retained beyond their time, as in the present war, their pension would be augmented by 3d. per day per year, where under existing regulations no augmentation is possible.

## TREATMENT OF FACIAL WOUNDS.

Surgery is achieving miracles in many directions on those who have suffered war's cruellest hurts, but it may be doubted whether it is accomplishing any marvels greater than in the plastic treatment of facial injuries. This is the branch of healing to which the Queen's Hospital at Frognal, Sidcup, the subject of an appeal printed, is to be specially devoted. For such a hospital there is all too grave need. Over a thousand terrible cases needing special treatment are already known and registered. To the victims of such grievous injury the mental suffering is acute. They suffer frequently from severe depression, sometimes refusing to return to home or friends in dread of the pity—or, even worse—that they feel their awful disfigurements might evoke. Hitherto they have usually been sent for treatment to the Cambridge Hospital, Aldershot, and there, among other patients whose troubles, if as painful, are not so obvious, they have shrunk from the outdoor exercise and the mixing with their fellows that would help them.

This new hospital about to come into use owes its inception to the energy and far-sighted sympathy of Mr. C. H. Kendal, one of the originators of Queen Mary's Hospitals at Roehampton, through which thousands of men who have lost arms or legs have been supplied with the latest developments of artificial limbs. Thanks to his efforts, an admirable house has become available for a work of beneficence that will have lasting effects long after the last war case has been dealt with. From the outset the Queen has shown the most direct personal interest in the enterprise, conferring its distinctive title as well as her patronage upon it. Viscount French is chairman of the committee, and Mr. Kenderdine acts as honorary organizing secretary and treasurer. The senior consulting surgeon is Sir Ashmole Lane, with whom are associated in the plastic work in which they have specialised in the highest degree Captain J. L. Aynard and Captain H. D. Gillies, together with a staff of dental surgeons and mechanics. Lieut. Colonel J. R. Colvin is officer commanding.

**WAR VICTIMS' SURGERY.**

"Facial plastic surgery" says one of these experts, "means the building up of the features and restoration of contour of skin, bone, and cartilage in a manner which a few months ago would have been thought to be impossible." And how far the impossible has been achieved only the pictures and casts in the museum can quite tell you. Art has come into the service, and Professor Tonks, of the Slade School, who is a pioneer of distinction as well as a surgeon, has devoted his talent to a series of studies of these awful injuries, that even in their horror have a compelling fascination. There is the study of a man blinded and with features so terribly distorted that you think Matru, the old blind beggar of "The Truce of the Bear," with his "flesh like slag in the furnace, knobbed and withered and grey," must have looked like him. There is the face of a once handsome young officer who received a hideous jet of liquid fire full between the eyes. Other horrors there are, shown in all the ghastly realism.

That is one side of the picture. The other tells how a portion of a man's own rib can be taken whence he will feel no inconvenience, and used as the foundation of a new jaw. Bits of cartilage can be taken from his chest to reconstruct a nose, and here again art assists, for Mr. Edwards, the sculptor, takes care that the new creation shall be of the type that accords with the man's features. Skin can be drawn from parts of the face that are intact, for these things taken from the living organism can still preserve their own vitality under the process of transference. The method is slow, of course. As much as a whole year, or even two years, may be occupied as one after another, of the delicate operations are successfully performed. Indeed, the only real difficulty in regard to a perfect cure is that the men are frequently so delighted with the amendments, partially wrought that they and their friends say that is quite good enough, and no more need be done. At least, they know none will shrink away from them.

Liberal grants have been made by the National Relief Fund and the Joint Committee of the British Red Cross and St. John, but much further help will be wanted. An incidental remark showed that maintenance alone will be a heavy cost, for in many instances the patients can take nothing but milk and eggs, while the mouth, lips, and jaws are kept motionless. Said Colonel Colvin: "Our daily consumption of milk will be about 100 gallons, and something like 250 eggs a day at least will be wanted." Towards this the hospital will be partially self-supporting, as there is a dairy and poultry farm, on which the men can receive training, with a view to their future useful employment; while a carpentry, motor traction, and electricity will also be taught in suitable cases. But economies are difficult to effect in these days, and the housekeeping for 300 or so men, a percentage of officers, a nursing and domestic staff that must perform the duties, cannot be done without very considerable outlay. The nation is not disposed to be niggardly towards the men who have suffered so greatly for its safety, honour, and welfare. This is an effort that will assuredly make wide appeal by reason of its high purpose and its spirit of practical beneficence. Donations, either large or small, will be gratefully received by the hon. treasurer, addressed to St. Stephen's House, Westminster, S.W.1.—Daily Telegraph.

## ROUMANIAN PRISONERS' HARSH TREATMENT.

A Roumanian sergeant who has succeeded in escaping from a prisoners' camp in Germany tells of the horrible treatment to which Roumanian and Russian prisoners are subjected there. They suffered during the whole winter from cold and hunger, the daily ration being only 200 grammes of bread (less than 1lb.) and a little boiled beetroot. In January, 3,600 prisoners out of 8,000 died. The civil population suffers much from hunger, and often trains of provisions are attacked and looted by the hungry people.

## THE SPY SYSTEM IN RUSSIA

Thirty-three long lists of spies, informers, and agents provocateurs in ex-Emperor Nicholas' pay have been published by the Commission for Securing the New System of Government appointed by the Provisional Government immediately after the revolution. Fifty more lists may be expected. The total number of these secret legionaries of autocracy is expected to reach 50,000. Those whose guilt is beyond doubt have been put in jail; but it is not yet settled whether they will be tried and punished or merely kept in jail until all peril of a reactionary counter-revolution has passed.

The commission's reports depict precisely the same system of espionage and state provocation to crime as flourished in Turkey under Abdul Hamid II. The distinction is that Abdul Hamid ran his spy and provocation system directly from the Yildiz Kiosk, whereas Nicholas intrusted his system to the notorious "Okhranka Otdelenie," or Security Department, which occupied a big building in the Basil Ostrov district.

The first act of the triumphant revolutionists was to seize the Security Department's secret papers. Many of these were burned in bonfires outside the building. The more precious documents, especially those relating to the State organization of crime, had been kept in safes, and they escaped destruction. The revolutionaries also seized tens of thousands of secret records in the department's provincial offices, and from these, backed by confessions of imprisoned spies, are being compiled the lists. The lists will be followed by a five-volume official "History of Espionage Under Nicholas II."

As revealed by these inquiries autocracy's spies and informers were much less picturesque and romantic than they appear in the typical "Nihilist novel." Most belonged to the more intelligent working class or to the minor bourgeoisie. They were paid badly, the average wage for organizing political crime or betraying accomplices being \$20 a month. The spies were usually instructed to become members of secret revolutionary or terrorist organizations, among these being the Social Democratic Party, the Social Revolutionaries with their "Fighting Committee," the Populist Socialists, and the Maximalists. On nearly every newspaper was at least one spy. The spies took part in committee meetings, incited to breach of actual crime, and kept the Security Department well informed.

The spy often changed his town and name when he fell under the revolutionaries' suspicion. Many spies and informers (like the famous Father Gapon, whose treachery on Bloody Sunday, 1905, led to his being hanged by a revolutionist engineer) were at one time genuine revolutionaries and became later betrayers and informers.

Some seem to have strived both sides honestly and earned the approval of both, and some do not seem to have known which side they sympathized with. A notable case is "Trukhanoff"—real name Nikitin, nickname "Perky"—who aroused the suspicion of his terrorist comrades, was threatened by them with execution, and to rehabilitate himself was obliged to kill the gangster officer with whom he collaborated. The murder of Grand Duke Sergius in Moscow in 1905 was due to the same motive.

The organization of crime, with the aim of discrediting non-terrorist political associations, went on on a great scale. For blood money of \$150 a mechanic was hired by the department to fire at General Djunkowski, Governor of Moscow, but he was instructed to be sure to miss. He executed his instructions precisely, but through carelessness killed a passer-by.

In violation of the Nihilist novel tradition, very few women were employed as spies or informers, but a few noted cases have been exposed. In Moscow three sisters named Pelitsin betrayed scores of workmen, after getting confessions from them by simulating love.

## A HANDFUL OF WOMEN LEFT TO FACE THE FOE.

Ten wounded heroines of the women's battalion arrived in Petrograd recently, leaving their commanders, Vera Brocharey and Marya Skrydloff, a daughter of Admiral Skrydloff, former commander of the Baltic fleet and Minister of Marine, in a hospital at Vitebsk.

The women said it was reported that of the two hundred who reached the front only fifty remained. Twenty were killed, eight were taken prisoner and all the rest were wounded. "Several times," said one wounded girl, "we attacked the Germans. Especially memorable was our attack on Novospassky Wood, near Smorgon, where the enemy, hearing the voices of girls, lost their nerve. The result was that many of them were killed, wounded or taken prisoner."

"We did not feel the slightest fear for our personal safety. Our passion was to serve Russia. We advanced gallantly against the foe with laughter and song, our only unpleasant sentiment being when we first came to the corpses. Once, when replying to the enemy's severe fire and machine gun fire, we discovered to our amazement all our men comrades in neighbouring trenches had treacherously fled, leaving us a handful of women—to face the enemy alone."

## LLOYD GEORGE

says

"I want to see your cheques come hurtling through the air."

A five or ten dollar Note

EACH MONTH

will do.

THE WAR SAVINGS ASSOCIATION

Say So.

THEY "REVEL" IN THEM.

You are not FIGHTING, are you?

Then get busy with your "HURLING."

Address:—

THE HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

Hon. Secretaries and Treasurers:—

THE UNION INSURANCE SOCIETY OF CANTON, LTD.,

Queen's Building, Hongkong.

## "HONGKONG DAILY PRESS" PUBLICATIONS.

Directory and Chronicle of the Far East	\$11.00	Missionary Directory, cloth cover	91.18
Do. Do. Smaller Edition	7.00	Do. paper cover	0.80
Children of Far Cathay, a Social and Political Novel by C. J. H. Halcombe	3.50	Dog and Gun in New Territory	1.00
The Jubilee of Hongkong, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	From Hongkong to Canton, by the Pearl River—A Book for the Globetrotter, by Capt. C. V. Lloyd, with Maps and Illustrations	1.75
The Hongkong Typhoon, Sept. 18th, 1906, Illustrated Account	0.50	Hongkong Weekly Press, half-yearly vol. bound	7.50
Temporary Mining Regulations in China	0.60	Sixty Years Anglo-Chinese Calendar, 1854 to 1923	2.00
Hongkong Standard Reports of the Meetings of the Legislative Council, Published Annually	5.00	Rates of Exchange at Hongkong, English and Chinese, 1895	1.00
Mountings of Naval Guns and their Subsequent Use with the Lady Smith Relief Column	1.00	Called Out of the Chang Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
Wreckers Exploits of the Merchant Navy, by J. E. Fetheringhaugh	1.00	Plan of the West River	1.00
Political Obstacles to Missionary Success in China	0.25	" " Victoria	1.00
Trade Mark Regulations in China	0.25	" " Kowloon	0.75
		" " Peak	0.75
		" " New Territory	0.75
		Tower of Attorney Farr	0.25
		Mail Tables for 1914, on card	0.20
		Do. on paper	0.30

## CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST,

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 404 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwei-lin, is dedicated to Sir ROBERT HARR, G.O.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE ..... \$3.50.

To be obtained from Messrs. KELLY & WALES, LTD., MESSRS. BREWER & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.



These tiny Capsules—superior to Copalba, Cubebis, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience. Each Capsule bears the name, SANTAL MIDY, Paris, 8, rue Vivienne, sold by all Chemists.

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY TO JUNE, 1917.

With Index, Price \$1.50.

On Sale at the HONGKONG DAILY PRESS Office.



**CANADIAN PACIFIC**  
OCEAN SERVICES **LIMITED**



**TRANS PACIFIC LINES**

**QUICKEST TIME ACROSS THE PACIFIC**

To Canada, United States and Europe via Vancouver  
in connection with the Canadian Pacific Railway

**EMPRESS OF ASIA. EMPRESS OF RUSSIA.**  
30,625 tons displacement. 30,625 tons displacement.  
Electric Heat in Every Cabin. Electric Light in Every Berth.  
One, Two and Three-Room Suites with Private Bath.  
Laundry—Gymnasium—Verandah Cafe.

**EMPRESS OF JAPAN. MONTEAGLE.**  
11,000 tons displacement. 12,000 tons displacement.  
Twin Arrow Steel Steamships, with Modern Accommodations.  
Excellent Table. Reduced First Class Fare.

S.S. "Monteagle" calls at Moji instead of Nagasaki. ALL STEAMERS call at Shanghai both East and West Bound.

Through bills of lading issued via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European Ports and the West Indies.

For information as to Passage Fares, Freight Rates, etc., apply to Agent:

**HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—Kobe—YOKOHAMA.**

**J. E. SHAW,**  
General Agent, Passenger Department,  
Hongkong. Telephone 42.

**J. H. WALLACE,**  
General Agent,  
Hongkong.

# P. & O. S. N. CO.

## ROYAL MAIL SERVICE

**W**ILL dispatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT  
SAID AND MARSEILLES.

SHANGHAI MOJI & KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT  
SAID AND MARSEILLES.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO,  
PORT SAID AND MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to  
Europe for two years, or Intermediate Ports for six months. Round-the-world and  
through tickets to New York, at Special Rates.

For PASSENGER RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC.,  
apply to

**E. V. D. PARR,**  
Superintendent.

# INDO-CHINA S. NAV. CO., LTD.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMMERS	TO SAIL
<b>HAIPHONG</b> via <b>PAKHOI</b>	"LOKSANG"	Tuesday, 2nd Oct., 7 A.M.
<b>MANILA</b>	"YUENSANG"	Saturday, 8th Oct., 3 P.M.
<b>MANILA</b>	"LOONGSANG"	Saturday, 13th Oct., 3 P.M.

**CALCUTTA LINE**—Three sailings per month from Hongkong to Calcutta Calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

This line is temporarily discontinued owing to the war. Particulars on application.

**SHANGHAI LINE**—Sailings approximately every five days between Canton and Shanghai, sometimes call at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

**HAIPHONG LINE**—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

**BORNEO LINE**—One sailing per month between Hongkong and Sandakan by steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

**TIENTSIN LINE**—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

**UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS**, All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.


For Freight or Passage, apply to—

## JARDINE, MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

16

 THE ROYAL  
MAIL STEAM  
PACKET CO.

**OWNERS OF THE "SHIRE" LINE OF STEAMERS.**

**FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND  
INTERMEDIATE PORTS.**

Please Apply to  
**JARDINE, MATHESON & CO., LTD.,**  
Telephone No. 215, Sub. Ex 10. 20

**CHINA MAIL S.S. CO., LTD.**  
FREIGHT AND PASSENGERS  
**S.S. "CHINA"**  
WILL SAIL FROM HONGKONG FOR  
**SAN FRANCISCO**  
VIA SHANGHAI NAGASAKI KOBE, YOKOHAMA AND  
HONOLULU TO SAN FRANCISCO.  
**NOV. 16. 1917-JAN. 28. 1918.**  
**AN UNSURPASSED HIGH-CLASS PASSENGER  
SERVICE AT INTERMEDIATE RATES.**  
**O. V. RITTER, Freight and Passenger Agents,**  
Palmers Buildings, 106 House Street.

**JAVA-CHINA-JAPAN LIJN.**  
REGULAR FORTNIGHTLY SERVICE, BETWEEN  
JAVA, CHINA AND JAPAN.

All Steamers fitted with Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
York Building, 1st Floor. Telephone No. 1874

---

**JAVA-PACIFIC LINE**  
OF THE  
**JAVA-CHINA-JAPAN LIJN.**

MONTHLY SERVICE BETWEEN  
**NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO**

Next Sailings for SAN FRANCISCO via NAGASAKI.  
Subject to Change Without Notice.

S.S. "TJISONDARI"	...	...	...	...	...	...	15th	October.
S.S. "BLINTANG"	...	...	...	...	...	...	17th	November.
S.S. "TJIKEMBANG"	...	...	...	...	...	...	16th	December.

The Steamers have accommodation or a limited number of Saloon Passengers and carry a duly qualified surgeon.  
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.  
For Particulars of Freight and Passage, apply to  
**JAVA-CHINA-JAPAN LIJN.**  
York Building Managing Agents [82

**“ NEDERLAND ” ROYAL MAIL**  
**LINE**  
 (STOOMVAART MAATSCHAPPY “ NEDERLAND ”)  
**“ ROTTERDAM LLOYD ” ROYAL**  
**MAIL LINE**  
 STOOMVAART MAATSCHAPPY “ ROTTERDAMSCH E LLOYD ”  
**JOINT SERVICE**  
 Between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO

---

Next Sailings for **SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU**

Steamers	Tonnage	To sail
“ OPHIR ”	8,000	12th Oct.
“ PRINSES JULIANA ”	14,000	24th Oct.
“ WILIS ”	8,000	7th Nov.
“ REMBRANDT ”	10,000	21st Nov.
“ ROENTGEN ”	10,000	5th Dec.
“ VONDEL ”	10,000	19th Dec.
“ GRANIT ”	8,000	2nd Jan.
“ GROTHUIS ”	10,000	—
“ KONINGIN DER NEDERLANDEN ”	16,000	—

These Superior Passenger Steamers have accommodation for First and Second Class Saloon Passengers.  
 For further particulars please apply to

**JAVA-CHINA-JAPAN LIJN,**  
 Agents.  
**JAVA PACIFIC MAIL SERVICE.**

Shipbuilders,  
Hulvers, Repairs,  
Boilermakers, Electrical  
and Mechanical Engineers.

Graving Dock  
by 80ft. by 80ft. dia.  
Patent Slipways taking  
vessels up to 8,000 tons.  
Electric Cranes lifting up to 100 tons.

SHIPS  
ENGINES

**TAIKOO DOCK**

BOILERS  
MOTORS.

Agents for John I. Thornycroft & Co. Ltd., Marine  
and Road Motors, Light Draft Carriage,  
Speedy, Launches, Harbour  
Craft, Houseboats and  
pleasure craft of  
every descrip-  
tion.

The Taikoo Dockyard and Engineering Co., of Hong  
Kong Ltd., Bulwerfield & Sons, Hongkong,  
China and Japan, Agents, Telegraphic  
Address: "TAIKOODOCK."  
Telephone 511.

**THOS. COOK & SON.**

**TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.**

**OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.**

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
BAGGAGE collected, forwarded and Insured at lowest rates.  
Cook's "EAST EASTERN TRAVELLERS' GAZETTE," containing sailings and  
Fares from the Far East to all parts of the World will be forwarded free on application.  
Telegraphic address "COUPON."      THOS. COOK & SON,  
Telephone No. 524.      Hongkong Hotel Building, corner ofadder Street  
and Des Voeux Road, HONGKONG.  
Also SHANGHAI, PEKING, YOKOHAMA, MANILA,  
Chief Office—LUDGATE CIRCUUS, LONDON, E.C.

CHINA COAST METEOROLOGICAL REGISTER.						
30TH SEPTEMBER, A.M.						
Station.	Hour.	Barometer at Sea Level	Temperature.	Humidity.	Wind Direction, Force.	Weather.
Vladivostock	8 a.					
Nemuro	5 a.					
Hokodate	"					
Tokio	"					
Kocho	"					
Nagasaki	"					
Kagoshima	"					
Ushima	"					
Naha	"					
Ishijima	"					
Kousu Is.	"					
Wakatsuki	6 a.					
Hankow	"					
Ichang	"					
Kinkiang	"					
Changsha	"					
Shanghai	"					
Tientsin	"					
Shantung Peak	"	29.88	76	69	NW	4
Amoy	"	29.85	77	77	NE	2
Swatow	"	"	"	"	"	"
Takohoku	5 a.	29.85	70	92	W	2
Kaifu	"	29.77	68	"	SW	1
Yokohama	"	29.78	70	"	N	2
Osaka	"	29.78	70	"	"	0
Pescadores	"	29.79	77	"	NE	0
Canton	6 a.	"	"	"	"	"
Hongkong	"	29.80	78	83	NE	1
Gap Rock	"	29.78	79	"	E	2
Macao	"	29.78	"	78	"	"
Wuchow	9 a.	"	"	"	"	"
Hoihow	"	"	"	"	"	"
Faknoi	"	"	"	"	"	"
Phuoi	7 a.	29.79	75	89	NE	0
Tourane	"	29.63	75	"	SE	2
St. Pauls James	"	29.71	75	"	SW	2
Nguyen	6 a.	29.74	75	94	SE	2
Manila	"	"	"	"	"	"
Legaspi	"	29.70	76	86	SW	0
Tacloban	"	29.77	77	94	"	1
Noio	"	29.76	75	51	"	0
Surigao	"	"	"	"	"	"
Guam	4.20	29.88	75	"	"	1
Labuan	6 a.	29.78	85	85	SW	4

**T E CLAXTON, Director.**

1. **BAROMETERS**, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. **TEMPERATURE**, in the shade, in degrees Fahrenheit.

3. **HUMIDITY**, in percentage of saturation, or humidity of air saturated with moisture Sea level.

4. **DIRECTION OF WIND**, to two points.

5. **FORCE OF WIND**, according to Beaufort Scale.

6. **STATE OF WEATHER**, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squalls, r rain, snow, t thunder, v visibility, w dew (wet), x rain in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.				
Hongkong Observatory, September 20th.				
	Previous Day at 4 p.m.	On Date at 6 a.m.	On Date at 2 p.m.	On Date at 4 p.m.
Barometer ..	30.75	29.80	29.81	29.81
Temperature ..	83	76	82	82
Humidity ..	77	82	67	67
Wind Direction ..	ESE	NE	ESE	ESE

Force	3	1	4
Weather	c	cp	b
Rain	0.18	—	0.18

Highest open-air Temperature on 29th 84

Lowest open-air Temperature on 30th 78

**HONGKONG TIME TABLE.**  
From 1st to 7th October.

Day of Week or	Days of Month	HIGH WATER.		LOW WATER.	
		H'kong Mean Time.	Height	H'kong Mean Time.	Height
Mon.	1	h. m.	ft. in.	h. m.	ft. in.
		8 28	7 0	2 57	2
		9 11	8 9	3 16	2
Tues	2	10 21	6 6	3 44	1
		9 53	7 2	3 49	2
Wed.	3	11 14	8 0	4 30	1
		10 26	7 4	4 15	2
Thurs	4	11 5	8 5	5 38	1
		11 13	7 5	4 18	3
Fri.	5	12 34	9 9	6 10	1
		11 39	7 3	5 9	2
Satur.	6	4 49	4 5	5 28	2
				6 21	4
Sun.	7	6 25	7 1	8 21	2
		No return, high		nor set, low	

香港中外新報  
CHUNG NGOI SAN P  
(Chinese Daily Press).  
PUBLISHED DAILY

Is the oldest, and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS. Circulates largely throughout Southern China, Indo-China, etc.

---

Terms for Advertising (Translated) can be obtained at the Office, 1 Des Voeux Road Central, Hongkong, 1 Fleet Street, London or from the different Agents.

Documents translated from or into Classical Chinese.

## VISITORS AT HOTELS.

### HONGKONG HOTEL.

Mr S. Aitken	Mr A. S. Hosking
Mr W. S. Andrews	Mrs A. E. Hodgkins
Mr & E. Anderson	Mr A. J. Jacobson
Mr & Mrs J. W. Applenton	Mr E. M. Joseph
Mr & Mrs S. Barker and child	Mr M. L. de Journal
Mr J. H. Baring	Dr F. F. Keyt
Capt & Mrs Bathurst	Mrs Koyman
Mr & Mrs H. A. Baxter	Mr O. Lann
	Mr & Mrs C. Lauritzen
	Mr G. Gudon
	Lavallée
Mrs E. R. Bellis	Capt & Mrs Lermont
Mr C. D. J. Bellis	Mr & Mrs J. J. Leiria
Mr R. J. Elbrook	Mr C. Little
Mr J. D. Birrell	Mrs L. Longfield
Mr S. T. Bitting	Mr L. Longinocto
Capt E. Botta-	Capt H. P. Longland
Mr & Mrs A. L. Boust	Mr G. Luja
Capt & Mrs Branch	Mr H. E. Maclean
Mr W. G. Brewell	Mr H. Markey
Mr D. E. Cappelman	Maj. D. Macdonald
Mr J. T. van Cleave	Dr & Mrs O. Mariott
Mrs Celeborn	Mr A. McNail
Mrs H. Carson	Mr H. van Meines
Mr Geo. E. Castle Ho	Mr J. Meredith
Mr J. B. Conboy	Mr T. H. Mullins
Mr J. D. Courtney	Mr C. S. Nicolson
Mr G. L. Courtney	Mr O. Olsen
Mr M. Courtney	Mr J. Norman Parker
Mr F. M. Crawford	Mr L. Pearce
Mr K. Daverale	Mr M. S. Pow
Mr W. B. Davenport	Mr C. F. Powell
Mr D. E. Donnelly	Mr E. H. Ray
Mrs Dora A. Earle	Mrs F. Reay
Mr C. W. Fa'k	Mr Bouton
Mr K. M. Fetterly	Capt H. Boops
Mr P. Foerster	Mr R. R. Gough
Mr G. E. Fountain	Mr H. M. Sherrin
Mr J. F. Gale	Mrs M. Sla-
Mr N. Gasoin	Mr A. W. P. Spiers
Mr Mmo Garthorn	Mrs A. Square
Mr A. B. Glas	Mr A. W. van de Star
Mr V. Gouldbourne	Mr J. B. Stewart
Mr & Mrs J. Gould	Mr C. P. Templeton
Capt T. P. Hall	Mr G. Thompson
Mr & Mrs D. A. Hamblin	Mr A. L. Todd
Mr J. S. Hamilton	Mr E. B. W. Williams
Mr G. Harper	Mr G. G. Wood
Mr D. S. H. Witt	Mr C. Zaatz

PAER HOTEL.	
Mr D. K. Blair	Capt & Mrs Viera de
Mr & Mrs O. T.	Mathos
Breakpear	Hon. Mr C. T. Mo
Mrs Brianna	Measer
Mr & Mrs A. E.	Mrs Myer
Carlston	Mr Nascomito
Mr & Mrs F. W. Cary	Mr & Mrs F. G.
Mr Compton	Nightingale
Mr A. David	Mr V. L. Parkus
Mr Mrs Dubois	Mr Ferlin
Mr S. H. Ellis	Comdr. Read
Mr F. W. Evans	Mr & Mrs W. E.
Mrs S. Evans	Roberts
Rev. Featherstone	Miss Swinner
Mr L. S. Fomier	Mrs Staple Smith
Mr. Deanna Butler	Mrs & Mrs V. Findley
Mr Canthour	Smith
Mrs E. Gaudiot	Mr & Mrs A. Findley
Mr T. C. Gibson	Smith
Rev Griffith	Mr S. R. Smith
Mr & Mrs B. A. Hale	Rev. Tope
Mr F. R. Johnson	Maj. Gen. Ventres
Sis Ellis Kadoorie	Mrs Ventres
Mr Thorrard Krug	Lot. Col. John Ward
Mr & Mrs A. Lumbelot	M.P.
Mr & Mrs Nel	Mr G. E. Wotton
Maslinhyre	Col. Young
Capt & Mrs Macanlay	

Mrs. R. Almond	Mr. J. Joseph
Miss Anderson	Mr. G. Kawada
Mr. J. R. F. Flynn	Mr. P. B. Kincaid
Anderson	Mr. & Mrs. Leffy
Mr. J. H. Austin	Mrs. Lishman
Mr. Hasekoma	Mrs. Lishman
Mr. G. Baneraman	Mr. A. E. Makin
Mr. W. J. Buggy	Mr. McAdams
Mr. & Mrs. G. Blair	Mr. J. MacArthur
Mr. R. J. Boughton	Mr. Modes
Mr. W. Budge	Mr. W. Morley
Dr. & Mrs. W. Check-	Mr. E. Moran
son	Mrs. W. O. Passmore
Mr. & Mrs. T. S. Cheng	Mrs. C. J. Fairs
Mrs. Christiansen and	Mr. & Mrs. C. E.
child	Richardson
Mr. M. E. Cogle	Mr. & Mrs. Sleight and
Mr. T. B. Cuthow	family
Mr. J. Davies	Mr. J. Sim
Mr. Finlayson	Mr. E. M. Sleight
Mr. & Mrs. Gregory	Mr. E. W. Smith
Mr. & Mrs. Hammes	Mr. J. R. Slike
and children	Mrs. Stewart and
Mr. & Mrs. Wm.	children
Jackson	Mr. & Mrs. Ventura
Mr. B. James	Mr. & Mrs. Underwood
Mr. J. W. Jones	

**ON SALE,**

—

**A TABLE OF THE**

**RATES OF EXCHANGE**  
**AT HONGKONG**  
**FOR**  
**DEMAND DRAFTS ON BOMBAY**  
On the Day preceding the Departure of  
the English Mails from the Year of the  
Closing of the Indian Mints to the Free  
Coinage of Silver  
**FROM 1893 to 1898;**  
**ALSO**  
**RATES FOR SOVEREIGNS, GOLD**  
**LEAF, BAR SILVER (From 1890),**  
and other Useful Information.  
**PRICE \$1 CASH.**  

---

**On Sale at the "DAILY PRESS" Office**



## INDIAN AFRICAN LINE.

Regular service on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,  
Managing Agents.

## "ELLERMAN" LINE.

(KILPATRICK & STICKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.  
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.

or to Messrs & Co., Canton.

General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SHANGHAI	"SUNNING"	On 2nd Oct.	4 P.M.
SHANGHAI	"SHANTUNG"	On 4th Oct.	4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, making Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

TELEPHONE 38.

Agents

## DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. J. W. Evans ... FRIDAY, 5th Oct., at Noon.

• Amoy Passengers only.

Arrivals and Departures from the Company's Wharf (near Hake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFAIR & CO.,

General Managers.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage apply to

DAVID BASSOON & CO., LTD.

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO

## MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to	from	Str. from Colombo	1917	1917
COLOMBO	NOON			

When Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS  
(Non-Transshipment).  
IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR  
MARSEILLES AND LONDON.  
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO  
AND PORT SAID.  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Leave S'pore	Due at Marseilles	Due at London
	about	about	if calling about	about
The Intermediate Service is	Temporarily	Suspended.		

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS  
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.  
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR,  
Superintendent.

## NIPPON YUSEN KAISHA.

## THE JAPAN MAIL STEAMSHIP CO.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA, BAY, CAPE TOWN and MADEIRA.

VICTORIA, B.C. and SEATTLE via INABA MARU (MONDAY, 8th Oct., at N. on.)  
via SHANGHAI, MOJI, Capt. Higo 12,500  
KOBE, YOKKAICHI, and YOKOHAMA via YOKOHAMA MARU (SATURDAY, 20th Oct., at N. on.)  
Capt. Tanaka 12,500

SYDNEY and MELBOURNE via MANILA ZAMBOANGA THURSDAY ISLAND TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG and RANGOON.  
BOMBAY via SINGAPORE, MALACCA and COLOMBO.

NAGASAKI via KOBE and AKI MARU (FRIDAY, 12th Oct., at 11 A.M.)  
YOKOHAMA. Capt. Yoshikawa 12,500

SHANGHAI, KOBE and KAGA MARU (SATURDAY, 10th Oct., at 11 A.M.)  
YOKOHAMA. Capt. Komatsubara 12,500

YOKOHAMA and KATORI MARU (WEDNESDAY, 24th Oct., at 11 A.M.)  
Capt. Ken 21,000

SHANGHAI and KOBE and BOMBAY MARU (FRIDAY, 5th Oct., at 11 A.M.)  
Capt. Kawai 8,000

KOBE and YOKOHAMA.

EASTBOUND NEW YORK LINE  
via PANAMA CANAL.  
(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.

For Further Information, apply to—  
NIPPON YUSEN KAISHA.  
"Telephone Nos. 282 and 283"

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
KOREA MARU	18,000	FRI., 8th Oct.
SYBERIA MARU	18,000	MON., 15th Oct.
TENYO MARU	22,000	FRI., 26th Oct.
NIPPON MARU	11,000	SATUR., 10th Nov.
SHINYO MARU	22,000	FRI., 23rd Nov.
PERIA MARU	9,400	FRI., 7th Dec.

The s.s. "Nippon Maru" and s.s. "Peria Maru" omit call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, UZU, BALBOA, CALLAO, ARICA and IQUIQUE.  
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,500 Tons
KIYO MARU	17,200 "
SEIYO MARU	14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO.  
Passengers may travel by Rail between Ports of Call in Japan free of Charge.  
For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275. T. DAIGO, Agent, King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.  
SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Aden, Djibouti, Suez, Port Said, Marseilles.

## SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets from 1st June, 1917, to 31st October, 1917, and interchangeable only with PANINSULAR and ORIENTAL S. N. Co. for return journey.

FARES: TO KOBE, £135.00. TO YOKOHAMA, £150.00.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

Telephone 740. P. THOMAS, Agent, Queen's Building.

O. S. K.  
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE and TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

"CANADA MARU" ... TUESDAY, 9th Oct., at 3 P.M.  
"PANAMA MARU" ... SATURDAY, 27th Oct., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Masanra. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING  
PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Taiwan, via Swatow and Amoy.  
"JOSHIN MARU" ... WEDNESDAY, 3rd Oct., at 10 A.M.  
"KAJO MARU" ... SUNDAY, 7th Oct., at Noon.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 74 will be fixed.

For FURTHER INFORMATION, apply to—

Telephone Nos. 744 and 745. M. HIGUCHI, Manager, No. 1, Queen's Building.

BEFORE LEAVING FOR HOME  
ON A HOLIDAY!

ORDER THE  
"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

(INCLUDING THE MOVEMENTS OF THE LOCAL MARINERS)

24 PAGES

24 PAGES

24 PAGES



LOCAL AND REGULAR MAILS OUTWARD.

From Sheungwan Western Branch P.O.				
For	ON WEEK-DAYS	ON SUNDAYS	ON HOLIDAYS	
	17.30 A.M.	3.30 A.M.	7.30 A.M.	
	11.30 P.M.		1.30 P.M.	
Maero	7.30 A.M.		7.30 A.M.	
	1.30 P.M.	3.30 P.M.	9.30 P.M.	
Canton	9.30 P.M.	9.30 P.M.	9.30 P.M.	
Tai Ping Tung	9.30 P.M.	9.30 P.M.	9.30 P.M.	
Shak Ki	6.00 P.M.	6.00 P.M.	6.00 P.M.	
Kongmoo	8.00 P.M.	6.00 P.M.	6.00 P.M.	
Kumchuk	6.00 P.M.	6.00 P.M.	6.00 P.M.	
Kaukong	6.00 P.M.	6.00 P.M.	6.00 P.M.	
	Except			
	Saturdays			

HONGKONG, 20TH SEPTEMBER, 1917.

RUBBERS. (Singapore Currency).	PAID UP VALUE.	YEAR ENDS.	LATEST QUOTATION.	DIVIDEND FOR LAST YEAR.	INT. D. TO DATE.
Alor Gajahs .....	\$1	Sept.	\$4.50	65 p. c.	40
Ayer Panas .....	\$5	Jan.	\$12.40	25 p. c.	
Glenesly .....	\$1	Oct.	\$2.80	20 p. c.	10
Kedah .....	\$1	April	\$4.10	65 p. c.	
Kempas .....	\$2	June	\$9.80	40 p. c.	25
Malaka Pinda .....	\$1	Aug.	\$3.05	30 p. c.	15
Malakoff .....	\$2	Dec.	\$4.95 e.d.	20 p. c.	10
New Serendah .....	\$2	Dec.	\$4.30	25 p. c.	15
Sandycroft .....	\$2	Jan.	\$4.60	20 p. c.	5
Tapak .....	\$10	Dec.	\$23.00	25 p. c.	10
Plantation Rubber in London			2 9		

**CLOSING QUOTATIONS.**

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
PRIVATE RESIDENCE AT THE OUTPOSTS.  
A Comprehensive and Complete Record  
of the  
NEWS OF THE FAR EAST  
Is given in the  
**HONGKONG WEEKLY**  
**PRESS,**  
with which is incorporated  
THE CHINA OVERLAND TRADE REPORT,  
Subscription, paid in advance,  
\$12 per annum. Postage  
\$2 to any part of  
the World.

**WM. C. JACK & CO., LTD.,**  
14, DES VŒUX ROAD, HONGKONG.

**BANKERS:**  
In **FRANCE:** Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.  
In **LONDON:** London County & Westminster Bank, Ltd.  
In **NEW YORK:** Redmond & Co.  
Telegraphic Address: CHIBANKIND.  
Interest allowed on Current Accounts at Fixed Deposits. Terms on application.  
Every description of Banking and Exchange business transacted.  
**M. ROUET DE JOURNEL,**  
Manager.  
**HONGKONG BRANCH**  
Queen's Buildings,  
5, Claiter Road.  
Homekn. 14th May, 1917. Tel. No. 328.  
[395]

Does  
not  
burn  
or  
irritate  
the throat.

This advertisement is issued by the British-American Tobacco Co., Ltd.

Acting Manager  
Hongkong, 26th May, 1916.

---

Printed and Published by HENRY

DOLPHUS CARTWRIGHT, for THE HONGKONG  
 & YONG (Road Centre) Historic Hongkong  
 R.O.